

# THE Hongkong Weekly Press

AND

## China Overland Trade Report.

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### CONTENTS.

Epitome of the Week, &c. ....	301
Leading Articles:—	
The Defence of the Island.....	302
Taxation and the Military Contribution .....	302
Alleged Dangers of Foreign Education for Natives.....	303
The Study of Chinese for Commercial Purposes .....	303
Return Commissions .....	304
Chinese Exclusion in America .....	304
Spain and her Colonies .....	305
Supreme Court .....	305
The English Mail in a Violent Storm .....	305
Hongkong Sanitary Board .....	306
Hongkong Defence.....	306
The Loss of the <i>Namoa</i> .....	307
Steel Jetties to be substituted for Solid Stone Piers .....	308
The Diamond Jubilee Permanent Memorials .....	308
The Princess Charlotte and Victor Emanuel Figure .....	309
Heads .....	309
Miss McIntosh's Plague Services in Lalia .....	310
The Volunteer Encampment.....	310
Crickets.....	311
The Royal Hongkong Golf Club .....	312
Union Insurance Society of Canton, Limited .....	312
Canton Insurance Office, Limited.....	312
Oliviers Freshhold Mines, Limited .....	313
The New Balmoral Gold Mining Co., Limited .....	313
Jebebu Mining and Trading Co., Limited .....	313
Correspondence .....	314
Shanghai-General Chamber of Commerce .....	314
The Fire on the <i>Mongkut</i> .....	314
The Bennertz Case.....	314
Great Earthquake in the Philippines .....	315
Hongkong and Port News.....	315
Commercial.....	317
Shipping .....	319

### BIRTH.

On the 14th inst., at the Peak, Hongkong, the wife of HAROLD BAXTER, of a son.

### MARRIAGES.

At Beauregard, Hongkong, on the 19th inst., by the Rev. Dr. Chalmers, J. L. CHALMERS, of the Korean Customs, to DAISY, second daughter of Alexander DAVIDSON, of Woodbank, Aberdeen, Scotland.

On the 23rd September, by special license, HARRY SAMUEL BICKERTON-BRINDLEY, of Awoicho, Tokyo, to ADA BAGSHAWE, of Leeds.—By cable.

On the 27th September, at Christ Church, Yokohama, by the Rev. E. Champneys Irwine, M.A., in the presence of Geo. H. Scidmore, Esq., Deputy Consul-General of the United States, ISABELL BURSON, daughter of the late JAMES NELSON BURSON, merchant, of San Francisco, to HORACE FRANK AUTHUR, of Yokohama.

At Shanghai, on the 5th October, 1897, at the Cathedral, by the Rev. H. C. Hodges, M.A., Captain OWEN DERS MERIENS, C.M.S.N. Co., to ROSA EMILY DEATH.

On the 9th October, 1897, at H.B.M. Consulate, Amoy, before C. T. Gardner, Esq., C.M.G., H.B.M. Consul, and subsequently at the Union Church, by Rev. G. R. Vallings, Chaplain to H.M.'s forces, Hongkong, TOM GREAVES GOWLAND, eldest son of THOMAS GOWLAND, Newtown House, Rathgar, Dublin, to CORA M. N. SAUNDERS, fourth daughter of JOHN CORNISH SAUNDERS, Amoy.

On the 14th October, 1897, at H.B.M.'s Consulate-General, Shanghai, by Sir Nicholas J. Hannen, and afterwards at Trinity Cathedral, by the Rev. H. C. Hodges, M.A., JOHN PEARSON NEWALL, to RHODA CLOUGH, both of Shanghai.

### DEATHS.

On 21st August, 1897, at Bishopsthorpe, Yorkshire, Captain Walter H. THOMPSON, of aneurism of the heart.

At 72-B, Bluff, Yokohama, on the night of the 23rd September, in the 51st year of his age, JOHN SAMUEL ROBINSON, a native of Shrewsbury, England, Outside Supt. Engineer, Nippon Yusen Kaisha.

On the 14th October, 1897, at No. 6, Yangtsze-poo Road, WILLIAM ORTWIN, late Chief Engineer of the steamer *Kiangwan*, aged 56 years.

### ARRIVALS OF MAIL.

The English mail of the 17th September arrived, per P. & O. steamer *Kaisar-i-Hind*, on the 17th October (30 days); and the German mail of the 20th September arrived, per N. D. L. steamer *Sachsen*, on the 19th October (29 days).

### EPITOME OF THE WEEK.

A formidable insurrection is reported to exist outside the Great Wall, at a place called Santsota, about 120 miles east of Jehu.

Baron von Heyking, the German Minister at Peking, and Baron von Czygan, the Austro-Hungarian Minister in Peking, are both expected in Shanghai shortly.

A Japanese Imperial Ordinance issued on the 1st October announces that the one yen silver pieces will be withdrawn from circulation on and after the 1st April, 1898.

It is stated that there is no hope of saving from the cruel fate of death by the lingchi process the child who accidentally killed his mother some time ago at Kinkuei, near Soochow.

Income-tax returns in Japan are increasing rapidly. The last three years have witnessed a growth of nearly 70 per cent. per annum; the total estimated for this year is 400,000 yen greater than last.—*Hyogo News*.

On the 9th October, with all befitting ceremonial, the Governor of the Straits Settlements, acting on behalf of the Queen, invested the young Sultan of Johore with the dignity of a Knight Commander of the Most Distinguished Order of St. Michael and St. George.

Since the opening of Soochow as a free port, three silk filatures, under Chinese management, have been established, and are already in good working order. Now two more will be erected shortly; one by Sheng Taotai's father, and the other by a Mr. Pang, the necessary capital for the purpose having been fully subscribed.—*Mercury*.

Owing to the constant troubles that have this year arisen between Roman Catholic converts and others at Nanch'ang, the provincial capital of Kiangsi, H.E. Weng, the Provincial Treasurer, has recently appointed two officers whose sole duty will be in the future to settle all difficulties arising between Christian converts and their fellow residents, irrespective of sect, within the jurisdiction of the provincial capital.—*N. C. Daily News*.

The export of Japanese paper has steadily increased of late years. The year before last the amount exported represented a value of 457,700 yen. Last year an increase was shown of more than 80,000 yen. This year, up to the end of August, Osaka merchants alone have shipped something like 3,000,000 yen worth. The *Mainichi* estimates that if the quantity exported from Yokohama be added to this, the amount for the eight months cannot be less than 600,000 yen.

Native merchants at Shanghai and Hankow are much concerned about the recent increase of about 25 per cent. on rates charged for freight and passage by the three local steamship companies between Shanghai and the riverine ports. The new rates came into effect on the 1st of the 9th moon (26th September).—*N. C. Daily News*.

Some time ago we stated that the Board of Revenue had presented a memorial to the Throne for the establishment of a method for collecting tax on native grown opium by the use of stamped documents. We are now informed that the necessary sanction has been obtained and that the natives in Wenchow and Taichow, in Chekiang, have been informed accordingly. The tax is fixed at Tls. 60 per picul, the non payment of which would prevent the owner from selling opium in or transporting to any other part of the Empire. The stamped document can be purchased at the Provincial Treasury, Chekiang.—*China Gazette*.

It is reported that the Imperial Household Department has lately memorialised the Throne asking permission to build a light railway between Peking and the Imperial mausolea. It appears that every time a member of the Imperial family or the harem dies it costs the Department some Tls. 300,000 to Tls. 400,000 to transport the remains to the mausolea, whilst in the case of a deceased Emperor or Empress Dowager no less than two million taels are usually expended for transport expenses, etc. Hence the idea of a railway is to save such exorbitant expenses, and it is believed that the Emperor will sanction the scheme.—*N. C. Daily News*.

An extensive and violent seismic disturbance occurred on the 21st September in the Sulu Archipelago and the South China Sea. A new island was thrown up from the sea between Mompakul and Lambeidan, fifty yards from the Borneo mainland, opposite Labuan. The island is of clay and rocks, and measures 200 yards long by 150 yards broad, and 60 feet high. The island appears to be increasing in size. Along the Mindanao coast a destructive earthquake accompanied by a tidal wave was experienced, and a number of lives were lost. At Sandakan, although it lies almost directly between the distant points at which the disturbance was most severely felt, only a moderate earthquake was experienced, sufficient to cause alarm, but not to do any material damage.

The wreck of the *Aden* is reported to have broken up and almost entirely disappeared. It has been thought, however, that a fair proportion of salvage might be recoverable, especially such dead-weight as copper, tin, etc., of which she carried a considerable quantity. Negotiations have resulted in an agreement being concluded between the P. & O. Company and two Aden firms, by which the latter have engaged to be in readiness to make a start at the earliest advisable moment. On Tuesday, the 14th September, the party left Aden for Socotra, where the attempt will be made jointly. Operations are impracticable until the cessation of the south-west monsoon, but an expedition of divers well accustomed to such work has been sent out from England. They will form a miniature encampment, living in tents on the island, with moored buggalows to work from and use as lighters.—*Madras Mail*.



**THE DEFENCE OF THE ISLAND.**

The report that the south side of the island is to be provided with defensive works sufficient to prevent any attempted landing by an enemy will be received with general satisfaction. With the powerful batteries protecting the harbour no enemy, it is believed, would attempt to force either the eastern or western entrance, and the city may therefore be deemed safe from attack from that direction, unless, indeed, the enemy managed to come over the Kowloon hills and establish himself in force on the peninsula. That is a danger which has been recognised and is one of the chief reasons for desiring a rectification of the frontier, in order that it may be guarded against. A more immediate danger, however, was the unprotected condition of the south side of the island, where an enemy might make a sudden landing in force and occupy important positions before the defending troops could be brought up to oppose him. Under the new scheme we understand all the available landing places will be covered by guns, so that the way will no longer be left open to the enemy to attack us from the rear. To provide for the working of the guns there will of course have to be a proportionate increase to the garrison.

The danger of an attack by way of Mirs Bay and the Kowloon hill passes will still remain, but further representations as to the importance of a rectification of the frontier are being made by the local authorities to the Imperial Government. It is to be hoped that success may attend those representations, for the rectification is urgently required not only for defensive purposes but also to allow of the industrial expansion of the colony. A great opportunity was lost when this item was not included in the recently concluded Burmah Convention, for Great Britain was then in a position to dictate her own terms and could have had the desired territory for the asking. China had to make amends for a breach of faith and Great Britain had to say what terms she would accept. That matter having been adjusted we are not in such a favourable position for negotiating as we were, but it is to be hoped nevertheless that Sir CLAUDE MACDONALD may be authorised to press for the desired rectification. The policy of the British Government is to maintain the integrity of the Chinese empire as far as possible and we believe it is feared that any territorial demands on our part might lead to equivalent demands on the part of other powers and so weaken that policy. The fear, if it exists, is chimerical. Our abstention from acquiring the small strip of territory so urgently required would have no effect whatever in deterring Russia, France, or Germany from asking for what they want and taking it.

In connection with the defence of the island attention will no doubt have been attracted by the interesting article by Captain RUMSEY published in yesterday's issue. We have a large fleet of steam-launches in the harbour, which Captain RUMSEY would utilise as scouts and as a flotilla to attack the boats of any possible landing party. If war should actually break out no doubt the numerous steam-launches would be found extremely valuable in the ways mentioned by Captain RUMSEY and emergent measures would be taken to organise them; but it is desirable that the organisation should be provided beforehand, and hence the value of Captain RUMSEY's communication, which we trust will receive due consideration. It will be remarked, however, that even under Captain RUMSEY's scheme as outlined by himself it might prove

to be a case of locking the stable door after the steed has been stolen. The scout launches, it appears, would be placed on watch "from the very first indication of war;" but a little earlier in his article the writer says it is "conceivable that war may be declared before we in Hongkong may be aware that it is imminent" and that "we may wake up one morning to find an enemy's squadron in the act of landing an invading force covered by troops already in position." If that is to be our very first indication of war, and the scouts are only to be sent out when such indication appears, they would not under those particular circumstances be of much use. It would seem, therefore, that however elaborate and well designed may be our provision against attack by an enemy we must still, as the saying is, "take some chances."

**TAXATION AND THE MILITARY CONTRIBUTION.**

In laying the census returns of 1881 before the Legislative Council the late Sir JOHN POPE HENNESSY made a long and interesting speech—(his speeches, whatever else they might be, were always interesting)—in which he dwelt on the remarkable progress made by the colony. He propounded the question, Does Hongkong fulfil the object for which it was established? and pointed to his resumé of the census returns in reply. But, he said, it had sometimes been discussed what the object of the colony was; he had heard it said it was a military object, or a naval object. As to this, His Excellency referred to an official despatch as authoritatively settling the point. Sir JOHN DAVIS had to forward to Her Majesty's Government a memorial from the foreign merchants complaining of the taxation of Hongkong; they represented that Hongkong had been established, as they thought, for military objects in China, and on that account they begged that the Imperial Government would undertake to pay the cost of the establishments and that they themselves should be relieved of taxation. The Secretary of State who had to decide this question—it was in 1846—was Mr. GLADSTONE, who, having reviewed the whole question, expressed the opinion that the occupation of Hongkong was decided on solely and exclusively with a view to commercial interests, that it was established in the interests of trade alone, and that the traders naturally should pay the expenses of the colony.

The object with which the colony was established has naturally some bearing on the question of the military contribution. It must be admitted that the memorial to which Sir JOHN POPE HENNESSY referred was a foolish one. No military contribution had at that time been imposed and the taxation from which the memorialists wished to be relieved was the ordinary municipal and general taxation. Such a request could not be supported by any reasonable argument. When the military contribution was imposed, however, the question presented itself in a different aspect. By that time the residents had become reconciled to taxation for local purposes, but it was contended that the military establishment being maintained for Imperial and not for local purposes its whole cost should be borne by the Imperial exchequer. On that point also they were overruled, and in course of time they became reconciled even to the military contribution, on the principle that every portion of the Empire should contribute according to its means to the cost of Imperial defence; but the question of the amount has always proved a

thorny one. At first the contribution was £20,000 per annum; this was raised at one bound to £40,000, and, finally, a fixed percentage of the revenue, namely, 17½, was appropriated to this purpose, without any rebate on account of purely municipal revenue, so that the colony cannot raise money for any useful local object without paying to the Imperial Government 17½ cents out of every dollar.

In the speech of Sir JOHN POPE HENNESSY already alluded to His Excellency said:—"Now, there is one aspect of this progress and prosperity which concerns us as a legislative body dealing with financial matters, and it is this, that as the colony makes progress the revenue should improve without the imposition of any new taxes. This has also taken place." At that time the municipal rates were twelve per cent., as they had been for years. Since then they have been raised to thirteen per cent., and there is now some prospect of their being further raised to sixteen per cent., and though it is reported that strong efforts are being made to find some way of solving the financial difficulty without having recourse to that unwelcome expedient it is to be feared that at best it is only postponing the evil day. It is true the revenue has gone on increasing, but the expenditure has also gone on increasing, and at a more rapid ratio, and this demand of the Imperial Government for 17½ cents out of every dollar raised makes it difficult to adjust matters. In consideration of the extraordinary expenditure incurred in connection with the plague and the sanitary improvement of the colony, coupled with the increased burden of the gold charges, good ground exists for an appeal to the Imperial Government for some consideration as regards the amount to be appropriated for military contribution during the next few years, though it is much to be feared such an appeal would fall ineffective. It certainly seems hard that whenever there is a deficit to be met that deficit should be automatically enlarged by 17½ per cent. to meet the Imperial demands, but the hardship is not likely to be recognised in Downing Street.

Perhaps we have done ourselves some harm by injudiciously boasting of being the third port in the world, thereby creating a fictitious estimate of our wealth and importance and our capacity to bear increased taxation. But the comparison with other ports has been made on an entirely false basis, inasmuch as in the returns for the home ports only the foreign trade has been taken account of, the coasting trade being excluded. Here in this small island the whole of the shipping trade is necessarily foreign in a technical sense, but in effect our trade with the China Coast Ports is as much a coasting trade as that between England, Scotland, Ireland, and the Isle of Man and the inter-port trade of the various divisions of the Kingdom. In gauging ourselves with such ports as London and Liverpool this point ought to be borne in mind, so that we may confine ourselves to actual facts and avoid inflated estimates. The tonnage engaged in the coasting trade of the United Kingdom is nearly half as much again as that engaged in the foreign trade, and it is on the basis of the whole sum of the tonnage of any port that this colony should make its comparisons.

On the 8th October as the extra P. & O. steamer *Japan* was coming to an anchorage at Singapore she ran into and damaged the Blue Funnel steamer *Ixion*, at anchor in the harbour.



### ALLEGED DANGERS OF FOREIGN EDUCATION FOR NATIVES.

The notorious HENRI ROCHEFORT in his journal, the *Intransigent*, expresses satisfaction at the trouble that has befallen England on the Indian frontier and rejoices in what he considers "the near and decisive victory of the oppressed and the massacre of the oppressors." He is at the same time good enough to disclose what he believes to be the origin of the matter. He says that the revolutionary agitator DREMALED-DIN, whom the cruel Sultan ABDUL-HAMID caused to be poisoned at Constantinople, predicted to him the formidable rising which Great Britain is now experiencing so much difficulty in suppressing. "He told me," says M. ROCHEFORT, "that amongst other things which would raise India against England was the mistake committed in imposing upon the Hindoos a knowledge of the English language. As soon as they were able, by reading the public journals of Europe, to understand their subjection, the extent of their rights, and the wrongs inflicted upon them by their oppressors, they would no longer think of anything but their own deliverance." The explanation does not seem to meet the case at all, because there is small knowledge of the English language amongst the Afridis and Mohmands. However, the passage we have quoted above is taken as the text of a leading article in the *Courrier d'Hai-phong* in which views are expressed that may be deemed worthy of consideration, though they are not likely to find much endorsement amongst the British. Our policy is to spread enlightenment as far as possible in the regions subject to our dominion, and one of the means employed for that enlightenment is the diffusion of a knowledge of the English language. That this policy may be attended with some danger must be admitted, but, on the other hand, without a knowledge of the English language the natives can hardly be expected to freely imbibe ideas of progress as applied to the commercial and industrial development of their country on modern principles. Our Hai-phong contemporary, however, does not take this view, but on the contrary holds that it is better to keep the natives in ignorance owing to the greater ease with which they can then be managed. Having quoted M. ROCHEFORT, the *Courrier* says:—"We make the same mistake in all our possessions, and especially in Indo-China. Instead of encouraging Frenchmen by every possible means to study the Annamite language we mistakenly urge our protégés to learn ours in the hope that the better they know it the more they will respect and obey us. This is an error which may cost us dearly later on: we will then regret having been simple enough to count on the gratitude of a people to whom such a sentiment is entirely foreign and who submit to our domination only because they still recognise the impossibility of escaping from it." Our contemporary goes on to say that it cannot too often be repeated that the most powerful means at hand for the successful administration of the country is a knowledge of the language and customs of its inhabitants. This, it maintains, is proved by a comparison of the results obtained in the different provinces when the Residents have been familiar with the vernacular and when they have been strange to it. It also speaks of the paramount influence exercised by the French and Spanish missionaries in the Christian communities, which is due to their

intimate knowledge of the vernacular and which would not exist if instead of learning the language of the natives they tried to teach the natives a foreign language. The article concludes as follows:—"An association was formed several years ago with the chimerical aim of educating the natives up to our own intellectual level, to initiate them in the progress of our civilisation, and thus to win them over to our ideas by Frenchifying them as much as possible. Is not this an error, generous perhaps, but full of danger for the future? Ought one not to be afraid to give to these unwilling protégés of to-day, to those recalcitrant subjects of to-morrow, weapons which it will be easy for them to turn against us? How much wiser and farseeing would we be if we were to confine ourselves to studying and gauging to the bottom the people whom we pretend to direct, for their good and our profit. As the English pass as our elders and masters in the matter of colonisation let us profit by the hard lesson now being taught them in their Indian empire." As already remarked, the present disturbances on the Indian frontier have nothing to do with the spread of the English language, but it must nevertheless be admitted that the education of the natives of a subject country in the language of the dominant race is not in itself an instrument that will necessarily secure their affection, while on the other hand it may very readily resolve itself into a means of promoting disaffection by imbuing them with aspirations that cannot be fulfilled and encouraging a spirit of unrest. Whatever dangers may lie in that direction, however, the advantages on the other side largely outweigh them, as the education of the people is one of the best means towards the material development of a country. But it is a mistake, where the natives are in too great numerical preponderance to be thoroughly assimilated, to deprive them of an adequate knowledge of their own language. In Hongkong, for instance, the knowledge of English should be superimposed on a sound Chinese education, which is more likely to make a youth at once useful and an orderly subject than confining his education entirely to English and thus unfitting him for his environment. Our recently adopted policy in this matter is a mistake and the departure from the lines laid down by the late Dr. STEWART is to be regretted.

### THE STUDY OF CHINESE FOR COMMERCIAL PURPOSES.

A few days ago we quoted from a French contemporary some remarks on the alleged political danger of teaching the natives of a subject country the language of the ruling race. The danger, such as it is, is more than counterbalanced by the advantages. Looked at from a commercial point of view, however, advantageous as the policy may be in promoting the opening up of a country and increasing the volume of foreign trade, it is calculated to injure the foreign middleman who is content to do business only in his own language and neglects to acquire any knowledge of the vernacular. This is exemplified in the China trade, where the compradore system has reduced the foreign merchant to the position of a mere commission agent. We teach the Chinese our language and our business methods, neglecting to make ourselves acquainted with theirs, the result being that the Chinaman in time assumes the position of the merchant and the foreigner executes his commissions for him. Sir WILLIAM ROBINSON attaches what appears to us to be a somewhat ex-

aggerated importance to the teaching of English to the Chinese. Some consideration might with advantage also be given to the encouragement of the study of Chinese by the European boys attending the various schools of the colony, and foreign mercantile firms would be well advised to impose on their cadets an obligation to make themselves acquainted with the vernacular, or at least to offer substantial inducements to them to do so. The Blackburn Commission, according to Mr. HIBBERT, found that the energy and enterprise which were successful in the past in forming the present position of the cotton trade had in a large measure disappeared. They were told that merchants were to a very great extent gradually becoming merely commission agents, and that there was nothing like the amount of energy and perseverance there formerly was. As an example of what might be done, however, he instanced a leading thread manufacturing firm in England who had sent a representative who spoke the Chinese language, and who was an enterprising young man, through the country establishing representatives, with the result that the firm were founding a gigantic trade in China. He had no doubt that when the report of the mission came to hand something of the like kind would be proposed with regard to the cotton trade. The disappearance of the energy and enterprise which were so successful in the past is unfortunately only too patent. Some expansion of trade there has been, no doubt, but such as it is it is due rather to the energy and enterprise of the Chinese merchants themselves than to that of the foreign commission agents whom they employ. British merchants may plead that the stagnation which has come over the trade that still remains in their hands is due to the want of support, amounting almost to hostility, on the part of their Government, which has adopted the narrowest Chinese reading of the treaties, given the mandarins practically a free hand in the imposition of lekin and other squeezes, and discouraged direct trading in the interior. This indictment of the Government is well founded, as a perusal of the blue books will prove, but it cannot be held to absolve the merchant from the charge of lack of enterprise, for it is in the face of difficulties that enterprise should exhibit itself.

As the Chinese middleman can afford to work more cheaply than his foreign congener the employment of the former, if his work is as effective, must be considered advantageous from an economical point of view; but if foreigners would take the trouble to learn the language they would be in a position to give their constituents more than an equivalent for their higher charges, as in the case of the Chinese speaking representative of the leading thread manufacturing firm mentioned by Mr. HIBBERT, who is founding what is described as a gigantic trade. In Germany and France the importance of the point we are urging is so far recognised that schools are maintained for the study of Oriental languages. In England we have professorships of Chinese at Oxford and Cambridge but they are maintained for academical reasons and not with a view to any direct application to trade. Some attempt to promote the study of Oriental languages for commercial reasons is, however, made in connection with the Imperial Institute, but with only a moderate amount of success, we believe. Nor are we sanguine of any material revolution being effected in the matter locally. The young man



who comes out fresh from home to enter a mercantile office in Hongkong or Shanghai finds opportunities of recreation on every hand and he naturally devotes his spare time to enjoyment; he finds that others do not trouble themselves about learning the language and why should he? Probably the idea never occurs to him in the earlier years of his residence, and if it does it is only to be speedily dismissed. By the time a man has been ten years in China he probably begins to think that a knowledge of Chinese might be an advantage to him, but it is too late to commence then, the responsibility of the position to which he has then attained and the daily calls of his business leaving him neither time nor opportunity to enter on such an arduous undertaking as the study of Chinese; and by that time, too, the effects of the climate may be beginning to tell on his stock of energy. When the same man has attained the position of head of a firm, while recognising in a general way that it would be a good thing if young men entering on a business career in China were required to study the Chinese language, it will probably not appear to him that any direct gain would accrue to himself if he made sacrifices in order that his own juniors might do so; no one paid him to learn Chinese when he was young, and why should he pay others? Thus things are allowed to drift, and all the time the Chinese are being educated to take the place of the foreigner. Looked at from our own racial point of view it would not be bad policy, we think, if the Englishman were educated to take the place of the Chinaman in the higher branches of our local trade. Let the Chinaman be taught English, by all means, but also let the Englishman who is intended for a commercial career in China be taught Chinese.

#### RETURN COMMISSIONS.

A case has recently been tried at Kobe which possesses considerable interest, as turning on the question of return commissions or squeezes. Before Mr. J. C. HALL sitting as Judge, and Messrs. G. J. MELHUSH and E. W. NEOL sitting as assessors, F. R. A. DA SILVA was arraigned in the British Consular Court on an indictment charging him on three separate counts with embezzling from his employers, Messrs. C. NICKEL & Co., the sums of \$5.10, \$5.60, and \$20.70 respectively within the last six calendar months. The prosecuting firm are stevedores and landing agents, and supply water to vessels. The accused was in charge of their water boat and it was his duty sometimes to receive the money paid by ships or their agents for water. The charge against him was that he had received from the agents of one line of steamers three separate amounts and had accounted to the firm for lesser amounts. The defence was that the difference had been paid away as return commissions to people aboard the ships to which the water was supplied. The defence called no evidence, but it appeared from the evidence for the prosecution that the system of return commissions was recognised by the firm, and, this being so, the Court acquitted the accused, one of the assessors dissenting. It would be unfair to accept the acquittal of the accused as implying the conviction of the men alleged to have received the return commissions, as these were not present to speak for themselves; but in view of the existence of a system of return commissions recognised by the firm the Court was justified in finding the charge against the accused not proven, in the ab-

sence of direct evidence that the money in question had not been paid away in that manner. The Court was not called upon to say whether it was the more probable that the accused had put the money into his own pocket or given it to others as return commissions in the way of business, and seeing that the prosecution failed to prove conclusively that the accused took the money for himself he was entitled to an acquittal.

The judge in announcing the decision of the Court made a few remarks which he described as purely extra-judicial. He said he "looked upon these return commissions" paid to the employees of owners of ships as "being improper; he was not saying that they were illegal, because he did not know any case had been decided to that effect. It was decidedly dishonest on the part of ships' officers who took them, and dishonourable on the part of anyone dealing with ships to pay them. It was quite clear that their payment was recognised by NICKEL & Co., and that it was underhand, dirty work which they did not wish to appear on their books. He was sorry to hear that the custom was so prevalent in Kobe as it appeared to be." The system is, unfortunately, more or less prevalent everywhere, but perhaps not more so in the shipping business, in proportion to the opportunities afforded, than in other lines. Indeed, so firmly rooted is the system that if a man in a position to command a commission is too honest to take it the chances are that the money simply goes into somebody else's pocket. As the judge in the Kobe case said at conclusion of his judgment, "he might have a strong suspicion that the accused, being employed in the dirty work of giving bribes, some of the money might have stuck to his own hands, but on that suspicion he would not convict him." In fact such a system as that described has a corrupting influence all round.

In connection with the case above referred to we would commend to the attention of all interested in the question the following remarks from the *Kobe Chronicle*:—It is extremely difficult, however, to devise a remedy. Compradores, coal merchants, stevedores, pilots and others who have to submit to this system of extortion, or become willing or unwilling instruments in these frauds upon steamship owners, are quite helpless in the matter. They have either to pay the commissions or go out of business. The agents of the steamers are likewise in a more or less helpless position. They are aware that these "squeezes" go on, but they also know that any action taken by them would be fruitless of result, whilst they would incur the enmity of those against whom reports were made which might in the long run do them much injury with the owners. The agents, indeed, take up the position that the steamship owners are themselves primarily to blame. The owners, they say, make a point of getting their captains and officers in the cheapest market, without considering the question of character, and they pay low salaries for positions of great trust and responsibility, with the consequence that every opportunity is seized to make an illicit profit. Nor are the captains on their side destitute of excuse. They point out that their positions are of a most precarious character, as they are always liable to be dismissed for accidents occurring through no fault of their own, and they further allege that the owners are perfectly well aware of the practices which prevail, that salaries are fixed at a low rate on the understanding that "something extra" can be made, and that it is only by means of

these "commissions" that salaries can be brought up to the standard of a living wage. It cannot be said that these excuses take away from the moral turpitude of such acts, but they at least form good ground for the whole question being taken into consideration by the owners on one side and the organisations to which captains and officers belong on the other.

#### CHINESE EXCLUSION IN AMERICA.

Although the Chinese Exclusion Laws in the United States have served to greatly restrict the influx of Chinese into the great Republic, they are not absolutely proof, and many immigrants manage to sneak in through the interstices left by way of the Canadian and Mexican frontiers and the corruption of officials. This fact has lately been pressed on the attention of the Government at Washington, and Mr. Secretary GAGE and Attorney-General McKENNA have issued a joint circular to Collectors and Customs officers and United States attorneys and marshals relative to the more effectual enforcement of the Exclusion Laws. The new instructions issued are to try to prevent the supply of certificates of American nationality alleged to have been given to Chinese born in the United States, and it is set forth that the question of whether Chinese of Chinese parentage born in the United States are citizens of the Republic is now pending in the Supreme Court. The circular goes on to add:—"Until otherwise ordered, all Chinese found in this country who are unable to produce labourers' certificates of registration or evidence of their status as *bona fide* merchants or labourers in transit to other countries should be arrested by Chinese Immigrant Inspectors and delivered to the proper legal authorities for the determination of their right to remain in the country." There is no mistaking the fact that public opinion in the United States still sets unalterably against free admission of Orientals, and especially of Chinese, into the country. The Chinese labourer is still the *bête noir* of the working classes, and the hostility of the latter to all the yellow races knows no diminution. Nor is it likely to decrease as times grow harder in the manufacturing centres and the number of unemployed becomes yearly a more considerable factor in the economy of State government. In Canada there is a greater scarcity of labour, a need of population for the development of the vast areas over which the five millions of inhabitants are sparsely scattered. But an outcry has already been raised for legislation to restrict the influx of the Celestial, and before many years have passed he will be as little welcome in the Dominion as in the Republic. In Australia the colonial governments have already solved the problem by the imposition of a very heavy poll-tax, which suffices to keep out the destitute coolie who was formerly shipped by the thousand by coolie brokers, and restricts arrivals from China to a mere handful of such as are engaged in trade, or who visit the country for purposes of pleasure or the pursuit of information. It is more difficult in the United States to keep out the sons of Han, from the causes named above, but we imagine the Chinese population there must nevertheless have materially decreased during the past decade. The Chinese surplus population is finding other outlets, in the Malay peninsula and Borneo, but the field there is scarcely as tempting as that afforded by California and other Pacific States.



## SPAIN AND HER COLONIES.

Spain has at last decided to grant autonomy to Cuba, but intends nevertheless to continue the war until the rebellion is crushed. From this it would seem that the announcement of the intention to grant autonomy does not satisfy the rebels, and that they intend to continue the struggle until the complete independence of the island is secured. In this they appear likely to prove successful. A Madrid despatch of the 10th September to the *Times* reads:—"News has reached here of the capture of the town of Victoria de las Tunas by the Cuban insurgents. The intelligence has caused great excitement here, and the Cabinet has been summoned to meet this evening to consider this grave event. The strategical position of Victoria de las Tunas is of some importance. The town is in the eastern part of Cuba and is on the great central road which runs through the island. It is defended by seven forts and two Krupp guns. The siege lasted five days. It is believed that the object of the insurgents in taking this place is to constitute a Government and obtain the recognition of belligerent rights by the United States." Seeing that the rebels are strong enough to take a strongly fortified town like the one in question it would appear that the Spanish force in the island is of small effectiveness. Reinforcements are to be sent, but reinforcements have already been sent time and again, and the additions appear no more than sufficient to fill the gaps caused by disease in the ranks of their predecessors, so that the prospect of the Royal army being able to deal a crushing blow does not improve, but rather the reverse. Moreover, it is probable that the belligerent rights of the rebels will shortly be recognised by the United States, which will greatly add to their power and resources, as it will facilitate the importation of arms and ammunition. It would appear the more prudent course for Spain to abandon Cuba and concentrate all her energy on the stamping out of the remaining disaffection in the Philippines, which if allowed to smoulder is likely to again become formidable. When the Spaniards recovered possession of Cavite it was supposed the rebellion was crushed, but during the last few months it has lifted its head in various other provinces and appears to be making some headway. The Governor-General is to be changed and more troops are to be sent out, but the task of dealing effectively with rebellions existing simultaneously in opposite hemispheres appears to be beyond the power of Spain. Instead of dividing her forces it would be more prudent for her to concentrate her strength on the Philippines, where she is still strong, and evacuate her untenable position in Cuba.

## SUPREME COURT.

18th October.

## IN CRIMINAL SESSIONS.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE).

## DISCHARGED.

In the case of Wong To, who was charged with the manslaughter of a woman by pushing her downstairs, the Attorney-General said he had decided to enter a *nolle prosequi*, as the evidence was not at all strong against the accused.

His Lordship said he thought, after having read the depositions, that the death was the result of an accident.

The accused was then brought forward and told she was discharged.

## THE DAIRY FARM CASE.

The hearing of the charge of embezzlement against Li Kun, clerk at the Dairy Farm, was fixed for to-morrow at ten o'clock. Mr. Francis, Q.C., will represent the accused.

## THE FORGED BANK NOTE CASE.

Sui Ho Yee was charged that he feloniously and without lawful authority and excuse had in his possession a forged \$10 note purporting to be a \$50 note of the Chartered Bank of India, Australia, and China.

Hon. W. M. Goodman (Attorney-General) prosecuted, being instructed by Mr. H. L. Dennys (Crown Solicitor).

The prisoner pleaded not guilty. The following jury was empanelled: Messrs. C. G. Engel, L. d'A. Roza, G. C. Fullerton, H. A. do Rozario, F. F. Ribeiro, Ho Yuet Cho, and A. H. Skelton.

The prisoner lived on the second floor of 18, Chinese Street. On the 28th September, from information received, Detective Sergeant Scott visited the house and seized the forged note and a number of letters which showed that he had been dealing rather extensively in forged notes, the victims being ladies in China who preferred notes to silver.

The prisoner was found guilty and sentence was deferred until Wednesday morning at ten o'clock, to which time the Court adjourned.

## THE ENGLISH MAIL IN A VIOLENT STORM.

## ALL THE BOATS SWEEP AWAY.

The P. & O. mail steamer *Kaiser-i-Hind*, arrived in Hongkong at three o'clock on the morning of the 17th Oct., or thirty-six hours after the time she was expected. The reason of the delay was that she encountered a terrific storm on her way up from Singapore, and as she came into port yesterday she had the appearance of having been badly battered by shot and shell. But although so much damage was done to the vessel not a single life was lost, a fact which speaks volumes for the able seamanship and pluck displayed by Captain Barcham and the whole of his crew. The passengers were not slow in recognizing these qualities, as when the vessel had been got safely through the storm they presented an address to the men to whom they rightly considered they owed their lives, while, as additional earnestness of this firm feeling the passengers on Monday night entertained the Captain and the officers to dinner at the Hongkong Hotel.

On being seen on 17th October in reference to this eventful voyage Captain Barcham very kindly gave us an account of the fierce fight he and his men had had with the wind and waves. He had just risen from a well-earned snooze and was delighted to first of all record the entire immunity from loss of life. The gale started about 6 a.m. on Thursday, the 14th inst., when the barometer was 29.68, and the wind N.N.E. At 8 o'clock the wind freshened to a north-east gale with violent squalls. At noon a strong gale set in the wind being still N.N.E. with a force of 8. The ship was then put head to sea, as the weather was getting worse every minute. At 4 o'clock the first and third life-boats were washed away with the davits, the wind at this time being N.E. with a force of 12, the barometer standing at 28.89. At 8 o'clock the wind was E.N.E., the force being 12, and the barometer had now dropped to 28.67. The ship laboured very heavily during this gale of hurricane force and took large quantities of water fore and aft. At 10 p.m. the upper forward bridge was totally wrecked and the officers had to go into the wheel house. At 11 p.m. the fourth life boat, the gig, and the mail boat were washed away, the weather all this time not showing the least signs of abatement. At 1 a.m. on Friday, the 15th inst., the jolly boat was carried away, and two hours later the first cutter went overboard. At 3.30 a heavy sea broke over the quarter deck, the fittings being all washed away, the after bridge ladder stove in, and the after cabins and smoking rooms being flooded with water. The vessel pitched in a most alarming fashion, the bows being repeatedly under water, but the after cabins felt the rough treatment much more than those forward, the latter being on several occasions filled with water. At 6 a.m. the funnel guys were carried away and steps were immediately taken

to prevent the funnel from toppling overboard. It swayed from two to three feet on each side, but by means of a chain purchase it was made secure. At 8 o'clock the squalls decreased in violence, but the ship laboured heavily in a very high N.E. and S.E. sea. From midnight up to 8 a.m. the wind was S.E. with a force of 10. At 9.30 a.m. the ship was put on her course and the fore and aft sails were set, the ship then being 345 miles from the Gap Rock Lighthouse. From that time the weather gradually moderated to an ordinary N.E. monsoon, and at three o'clock on the morning of the 17th Oct., much to the relief of everybody on board, Hongkong was reached.

All the passengers speak in terms of the highest praise respecting the splendid conduct of the Captain and the whole of the crew, including the Lascars, and the Captain himself gives the Lascars unstinted praise for their plucky behaviour. They had no means whatever of cooking their food, as their galley was washed out, but they submitted without a murmur to work with great determination, although their only food was biscuits and sugar. Nearly all the first saloon passengers were berthed in the cabins on the hurricane deck and all had their belongings completely ruined.

The hull of the vessel is uninjured, but it needs very little examination of the decks to convince one of the terribly rough voyage the vessel made. She is totally stripped of boats and what davits remain will have to be replaced as they are so twisted and bent as to render them quite useless. The after part of the ship seems to have felt the effects of the storm most severely. The smoking room is almost unrecognisable as such, all the cushions having been washed away, the panes in the windows smashed, and the various fittings broken off. Cabins near the smoking room were totally wrecked and deprived of everything they contained, even the doors and partitions being dashed to pieces. One compass near the aft steering gear was washed overboard, and many iron fittings near it were wrenched off by the force of the wind and waves. The first class piano, a valuable instrument, was smashed to atoms. The scene forward presents an extraordinary appearance of wreckage, great iron fittings lying here and there twisted or cracked, while the entire absence of boats, the absence of seven davits, and the delapidated appearance of the remainder give a most desolate aspect to the vessel. Fortunately the engine rooms are well protected, otherwise it is hard to say what would have happened, for the vessel was kept afloat entirely by the engineers being able to keep the engines going and the steering gear in good working order.

It is not yet known when the ship will be ready for sea again, but the northern mails were carried by the *Manila*, which left here on 19th Oct.

The following is the address which was presented to Captain Barcham. We understand it is to be printed on parchment:—

R.M.S. *Kaiser-i-Hind*.

Hongkong, 17th October, 1897.

TO CAPT. S. BARCHAM.

We, the undersigned passengers, wish to convey to the Captain, Officers, and Crew of the *Kaiser-i-Hind* our high appreciation of the admirable way in which they managed the vessel during the recent gale of October 14th and 15th and their manful and cheerful bearing during that most critical period.

A. J. Verini	Edgar Rowbottom
G. Wonnall	Edward Hunt
Tadamasa Hayashi	Alice Hunt
Maneckin Cooverjee	George Kanderer
Sethna	Bernard Upward
C. Wrenn	Alfred Jennings
Alice Mackenzie	Walter Jennings
Stenart	Frank Tull
G. A. Roberts	W. W. Robertson
E. C. MacKenzie	A. B. Wilson
Stenart	Graham McKie
Kavasji Edulji	Kenneth McLeod
Shirinbai K. Edulji	J. Meiklejohn
H. de Kergarion	Franz T. Lienan
T. A. Howe	John Walker
J. Silverton	F. W. S. O'Neill
P. Barnes	M.A.
S. C. Melita	A. Woodroffe
P. H. Howard	E. Aldren
E. W. Cockly	S. R. Marcus



Thos. Hy. James, C. J. Demée, Mail  
S.Q.M. Segt. Officer  
Eliza James

At the Hongkong Hotel on Monday evening Captain Barcham, of the P. and O. steamer *Kaisar-i-Hind*, three of the deck officers, the chief engineer, and the surgeon were entertained to dinner by the first-class saloon passengers, twelve of the latter being present. After dinner, which was splendidly served, the usual loyal and patriotic toasts were honoured. Mr. C. Wrenn then proposed the health of Captain Barcham and the officers of the *Kaisar-i-Hind* and spoke warmly of the excellent seamanship displayed during the storm the vessel passed through on her way up from Singapore and the kindness exhibited by the captain and officers to the passengers. The toast was drunk with musical honours, and Captain Barcham having replied proposed the health of the passengers. "Absent friends" was the last toast on the list and the company separated with the singing of "Auld Lang Syne."

### HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on the 14th October at the offices. Dr. Atkinson (Principal Civil Medical Officer) presided, and there were also present—Hon. F. H. May (Captain Superintendent of Police), Hon. W. Chatham (Acting Director of Public Works), Dr. Clark (Medical Officer of Health), Mr. N. J. Ede, and Mr. H. McCallum (Secretary).

#### MINUTES.

The minutes of the previous meeting were read and confirmed.

#### PLAGUE IN BOMBAY.

From 31st August to the 14th September there were 84 cases of plague in the city of Bombay and 61 deaths.

#### VETERINARY OFFICER'S REPORT.

The Secretary laid upon the table a report by Inspector William Fisher, the officer performing the duties of Colonial Veterinary Surgeon, for the quarter ended 30th September last. During that period no cases of infectious or contagious disease had been brought to his notice. The animals imported were in fairly good condition and the supply was equal to the demand. The slaughter-houses and depôts were all in a good state of repair and in thoroughly good working order. The general routine business had been carried on without interruption. The markets were also in a good state of repair.

#### MORTALITY STATISTICS.

For the week ended 2nd October the death rate was 19.8, as against 21.8 for the corresponding period of last year. The rate for the week ended 9th October was 17.8, the rate for the corresponding period of last year being 23.9.

#### ADJOURNMENT.

The Board adjourned until next Thursday.

### HONGKONG DEFENCE.

#### WHAT CAN HONGKONG DO TOWARDS IT?

I will introduce my remarks on this subject with two postulates, which in my opinion might almost be considered as axioms, viz:

- 1.—In the case of war, any attack on Hongkong will almost surely come from seaward, and it is while they are still on the sea that the attacking force can be most effectively dealt with.
- 2.—Whatever form our defence operations take, our main effort must have for its object the prevention of the enemy's landing.

In preparation then of any possible war it would be advisable to provide at once some organisation for resisting an attack from an invading force on the South side of the island.

The probability of an invading force approaching during daylight can, I think, be altogether dismissed, for, unless it was then made with such an overwhelming force as could not be prepared or dealt with without some knowledge of its preparation reaching us, thus enabling us to make special preparation for meeting it such as I do not venture on in this paper, its chances of success would be too small, and the capture of Hongkong would not be of such paramount importance as to tempt an enemy to concentrate his forces and expend time and men on such a *coup de main*.

This being conceded, disposes of the effectiveness of an unassisted land patrol for giving notice of an approaching enemy.

If such an attack as I have assumed were contemplated by an enemy it would probably be made suddenly and without our having time for such preparation as I have alluded to above, and would be carried out by a squadron of the enemy's fast cruisers bringing from some established base, not far distant, a body of troops to be augmented on arrival by the crews of the ships. This squadron would pass the vicinity of Gap Rock say at 8 p.m.—thus their approach could not be signalled even if international obligations did not preclude the telegraph cable from being used for this purpose seeing that the Gap Rock is Chinese (assumed neutral) territory. Within three hours the squadron, if not observed, could be in a favourable position for landing a force in one of the bays on the South side of Hongkong, and, under cover of darkness, there would be a fair chance of their being able in say four hours more to land a sufficient force to occupy positions from whence they could cover the landing of the remainder.

It will I think be admitted that war such as that on which the life of Hongkong may depend will break out suddenly, and it is even conceivable that war may be declared before we in Hongkong may be aware that it is imminent, and if an attack on Hongkong such as I have imagined be determined on, the telegraph cable may be cut, and we may wake up one morning to find an enemy's squadron in the act of landing an invading force covered by troops already in position.

I will now go back to my first postulate, viz.: that "it is while they are still on the sea that the attacking force can be most effectively dealt with."

There are two ways in which this can be done:

- 1.—By the squadron being attacked by a squadron of our own ships.
- 2.—By the boats being attacked while disembarking the invading force.

With the first of these it is not necessary for me to deal; the issue of such an attack can be awaited with confidence; but our Fleet may not be at hand, and then the second I think becomes important.

#### ATTACKING FLOTILLA.

With our exceptionally large resources in the shape of steam launches an armed flotilla could be organized capable of delivering a vigorous attack on the disembarking boats, which would probably be so crowded with men as to be powerless to offer more than a very feeble resistance, while they could not be covered by the ships without being exposed to a fire not intended for them, and the necessity for utilizing every available boat of the squadron for disembarking purposes would not admit of their being escorted.

The question of who would constitute the personnel of this armed flotilla is a somewhat open one; it would appear to be essentially a naval operation, but our naval force is limited, and it may be doubted if it would be undertaken entirely by the naval authorities for this reason, but the crews of the launches need not be large and an amalgamation of naval and military and possibly Volunteers for the purpose would not I think be impracticable.

My second postulate is that, "our main effort must have for its object the prevention of the enemy's landing." This is to some extent included in the first, which, however, does not entirely cover it.

#### SCOUTS.

Whatever means are adopted to prevent his landing, it is absolutely necessary that we should have the earliest notice of the enemy's approach, and this notice can only be given at night by an afloat patrol. For this purpose I consider that there would be required at least 16 steam launches—the fastest that we could get—suitably manned and armed.

These, from the very first indication of war would be required every night to watch the various approaches to Hongkong in order to give timely notice by prearranged signal of the presence of an enemy's ships.

The distribution of these scouts would be a matter for further consideration, but, I

would propose that they should patrol in subdivisions consisting of two boats each, in order to support one another, and should be stationed somewhat as follows:—on the 15 mile limit, 8 boats; on the 7 mile limit, 8 boats; as many bases as possible, not less than two, would have to be provided by gunboats.

The subdivisions of the outside line of scouts would each patrol the area comprised in a circle having a radius of 5 miles, those of the inside line a circle of 2½ miles radius; they should be the fastest boats obtainable, and their orders would be not to fight unless obliged, but on sighting the enemy to at once signal by rockets or other plan to the inside line, who, on getting the information, would pass it on to the nearest land stations, all the boats falling back carrying detailed information regarding the enemy and would be used perhaps later on in attacking the disembarkation, if the enemy still continued.

The amount of notice that could be given by this means it is difficult to determine. Assuming, however, that the enemy's ships were signalled at a distance from Hongkong of 15 miles, they should be signalled through the scouts to the land stations or batteries in half-an-hour, which, allowing for the enemy's approach at the rate of 10 miles an hour, would mean one hour's notice before the ships got to their destination. This I take to be a minimum, but it would be time enough to allow of preparation being made to receive them with an attack on the disembarking boats, or for preventing their establishing themselves in position for covering the disembarkation.

There are such a number of launches running in this harbour that the supply would probably be equal to any demand that might be made on it; obtaining them would be merely a matter of expending so much money.

Private firms or individuals having suitable launches might be invited to have them fitted at the Government expense for carrying the desired armament of machine or Q.F. guns (which would also have to be provided); the fittings could then be returned into store until required to be placed in the boats for drill or service.

The conditions of invitation being that each launch will be available when called on for drill purposes (not oftener than once a month and 3 days' notice being previously given) the Government to pay for the coal and stores used at each drill. Also that the launches will be at the disposal of the Government without reserve in case of threatened war, Government to pay all expenses, and in addition a sum per day to be fixed according to the tonnage, speed, and other qualifications of the respective launches.

The fighting crews of these boats would consist of a captain and 6 men, and possibly one or two spare in case of casualties; they would be armed with revolvers and entlasses.

These 16 scout boats would thus require 112 fighting men, and from the nature of their duties, viz., constant vigilant watching every night, it would be necessary to have double crews working on alternate nights; this will make a total of 224 men required.

Service in these scout boats is, I think, eminently suited to a volunteer force, which, while it would be performing most important duty and contributing largely towards the successful defence of the colony, need not have imposed upon it those duties which must be considered the prerogative of the Regular Forces.

Ordinarily speaking the corps need not be numerically strong—50 would probably be sufficient as a nucleus. These would be trained with the object of rendering them capable of taking command of a scout boat, and in the use of their arms, signals, &c. On the emergency arising it is probable that a further supply of volunteers would be forthcoming who in a short time would acquire sufficient proficiency.

The conclusions I come to are (1) that an afloat patrol is absolutely necessary in making provision against the landing of an invading force on the south side of Hongkong, which I believe would only be undertaken in the night time. (2) That the launches now in the harbour could furnish efficient vessels for this patrol as well as any further number that it might be considered desirable to use as an attacking flotilla. (3) That service in this patrol or "scouts" is of the kind that would be well suited to a volunteer corps.



How far an attacking flotilla would be useful and what chance of success it might have is a matter on which views may differ, but as to the necessity for the "scouts" to be used on the lines laid down in this paper I venture to think there will not be much divergence of opinion.

R. MURRAY RUMSEY.

October, 1897.

### THE LOSS OF THE "NAMOA."

#### MARINE COURT OF INQUIRY.

On the 19th Oct. a Marine Court of Inquiry was held at the Harbour Master's Office to make an enquiry respecting the circumstances attending the loss of the British steamer *Namoa*, of which Mr. T. P. Hall was the master, in the Straits of Haitan on the 3rd October.

The Court consisted of Commander R. Murray Rumsey (President), Staff Commander C. R. H. Robinson, R.N., H.M.S. *Tamar*; Captain H. Pybus, *Empress of India*; Captain W. Watton, *Phra Nang*; and Captain E. J. Buller, *Chunsang*.

Mr. H. W. Looker appeared on behalf of the owners, the Douglas Steamship Company, Limited.

Captain Thomas Phillip Hall said—I hold a master's certificate No. 24357 issued at Hull. I joined the *Namoa* as master three years ago and I have held that position since. We were recently on a voyage from Amoy to Foochow. We left Amoy on Saturday evening, October 2nd, with general cargo. The draught of water was 14 feet to 14.3 feet aft and 10 feet forward. I am unable to produce the official log or the mate's log because they were lost. The crew consisted of three deck officers, three engineers, tindal, four quartermasters, nine Chinese sailors, Chinese carpenter, thirteen firemen and greasers &c. We left Amoy on Saturday, the 2nd October, at 4.45 p.m. Directly after leaving we encountered a N. E. gale with considerable sea and we decided to keep close to land. At 5.30 a.m. on the 3rd we passed the South Tit at the southern entrance to the Haitan Straits. Here the leadman was placed in the chain on the starboard side. At 9.25 a.m. we passed Slut Island. There was a fresh to strong N. E. wind blowing with considerable sea. We took the usual passage known as the Fairway Island passage, which I had many times previously used, both in command of my own ship and at other times. After clearing the reef off a small unnamed island marked on the chart I fixed the position of the ship at about 9.35 by a compass bearing of the Cow's Horn reef and a rock east of Slut Island. Then I hauled gradually round to the westward of Fairway Island and shaped the course to pass about half a mile to the westward of Brown Rock. When Brown Rock was a little before the beam the ship struck an uncharted rock. I at once put the wheel hard astarboard and ordered the boats to be got ready. The leadman gave six fathoms all the time. To the best of my recollection the last cast was six and a half fathoms. I ordered the well to be sounded and about half a minute or a minute later I got the first report from the carpenter, who sounded before the ballast tank and reported four feet of water. The carpenter was accompanied by the chief officer. The ship was steered for a sandy patch with the intention of beaching her. I would have gone to Slut Island had not the water gained so rapidly. The sandy patch is in a small bay due south of Cow's Horn and about three miles from where the ship struck. The ship was rapidly settling down and she was kept between S.W. and W.S.W. until she took the ground about 800 yards off the small bay. I did not take any bearings. She grounded on sand with, perhaps, rocky boulders. There were twenty-one native passengers, one native saloon passenger, and one European saloon passenger. I superintended getting the passengers into the boats, which had been lowered. The crew also got into the boats, five of which left the ship in charge of the officers and engineers. About fifteen or twenty minutes after the ship had been beached I left in the starboard lifeboat with the chief officer, the chief engineer, and part of the crew. The ship was then gradually filling, the water being over the tween deck hatches. There was a considerable amount of sea and the waves broke over the bows and into the side scuttles. All the boats fared badly in the surf. The

boat I was in got into a long rolling surf, bre king a long distance out—roughly a hundred yards from the shore. She was a whale-built boat with six oars and a rudder. I tried to keep the boat stern on to the sea, but she broached to with the first surf sea and filled. She did not capsize and she was baled out. We were washed broad on to the beach. Several passengers were washed out and when we got to the shore I missed the carpenter. The other boats had got in some five or ten minutes before and they had lost some of the passengers. I did not get any reports from the officers in charge. I saw two dead bodies lying on the shore. Altogether seven passengers, the chief engineer's boy, the punkah boy, the carpenter, and one fireman were lost. The ship was provided with proper life saving appliances, according to the Board of Trade regulations. Life belts were kept on deck in long boxes. There were about three hundred belts near the engine room. I saw that the passengers were provided with them. Some life belts were lying about the decks. I saw several of the crew and passengers with the belts on properly. Two women with small feet would not put them on. I persuaded one woman to wear a belt. She was washed into the water and saved. Another woman who did not have a belt was drowned. I went to the village and arranged for coffins for the dead. I left the crew in a joss house and then went to Foochow on foot. I took eight of the crew and a guide with me. I arrived at Foochow on the afternoon of the 4th October at 2.30. I communicated with the Consul and agents. I got back to the ship on Wednesday, the 5th October, in a gunboat, with the Consul, Harbour Master, and second engineer. The water was then breaking over the rails, the port side of the ship was broken up, and nothing was standing except the masts. We could not get on board as there was too much sea to go beyond Slut Island, and we landed inside an unsurveyed bay. We could not get the native boats to take us off to the ship. There was a body of about forty braves there under the command of an officer and they came with us. The vessel had apparently been looted, as there were marks as though bales had been rolled on the sand. We found a few balls of opium, sodden with water, and some of the ship's gear, rafts, doors, fittings, &c., in the village. We went back to Foochow at night and on the following day we made inquiries at the village to ascertain if any of the cargo was there and we left the braves to protect the wreck. We then left for Foochow. We had on board forty-five all told on the articles and twenty-one native passengers and two saloon passengers. There were also a fireman's cook, three passengers' cooks, four officers' servants, and a messroom steward who were not on the articles.

The President—What is the good of having articles unless everybody is put on them?

Captain Pybus—It is a common rule on the China coast not to put everybody on the articles.

The President—When these common rules result in the loss of the ship then the trouble begins. The articles of a ship are supposed to contain the names of everybody on board. If you stretch a point a ship might be liable to capture, certainly to detention, if she is found to have people on board who are not on the articles. It might be the practice, but it is an unlawful rule and certainly a reprehensible one. This will probably make you more careful when leaving Hongkong. For as you know—you are only going by your recollection—you may have lost twenty or more men without knowing anything about them. How do you know that the sailors did not take two cooks?

Witness—The chief officer collects all the tickets.

The President—Has he got the tickets of all of them? Will they be produced before this Court? From what I have heard—I do not know what the opinion is of the other members of the Court—it seems to me that we do not know how many have been lost or who may have been lost.

Witness—Some of them may have got away into the village.

In answer to further questions witness said—As far as I know seventy-seven souls were on board. Of that number nine were not on the articles and they were not passengers. They were on board with my permission, and they

generally consisted of cooks and servants paid by their respective employers. The sailing directions recommend the Fairway passage as generally unsafe for large vessels. I have been through the passage between Cow's Horn and Fairway Island frequently in the N. E. monsoon.

The President—What reason can you give to the Court for not having saved the charts, log books, and such like?

Witness—Want of time. It seemed to me to be more important to get the crew away.

The President—You had a full staff of officers and it does not seem to have been necessary for you to superintend the disembarkation of twenty passengers.

Witness—When the seas broke over the bows the chief engineer and firemen were anxious to get away. I really expected to get back to the ship.

The President—What did the officers do? Did you have stations on board for leaving the ship and manning the boats?

Witness—We had boat stations.

The President—Had the crew exercised at the stations?

Witness—Yes, about two and a half months ago.

Commander Robinson—Did you abandon the ship?

Captain Pybus—They never practise anything of that sort.

The President—Did the officers know what stations they had to go to?

Witness—Each officer and engineer knew what boat he had charge of.

The President—Did the crew know as well?

Witness—The older men did, but we had some new men.

The President—How often are the articles signed?

Witness—Every six months.

The President—If all the officers and some of the crew—say half—knew what boats they had to go to there does not seem to have been any necessity for you to superintend getting the people into the boats.

Witness was understood to say that at that time the ship was in a helpless position.

The President—I suggest that that was the proper time for you to have gone and saved your charts and books.

Witness—I have a copy of the chart I used.

The President—It is always more satisfactory to everybody concerned in an affair of this sort to have the chart which was used.

Witness—I asked the quartermaster to get the chart and log book.

The President—Why didn't he get it?

Witness was understood to say that the quartermaster got into a boat and went ashore. The men were not having a very comfortable time.

The President—I do not question that for a moment; it was exceedingly uncomfortable. Here is a ship on the beach and nothing could be done but to leave her. Practically everybody knows his proper station. There would be no crowding, and there would be simply nothing for you to do except to save the charts and log books.

Witness—I had all my work cut out to get the people into the boat. There were one or two women who did not want to go. I thought it more important to induce them to go than to look for the charts. The sea was breaking over the bows.

The President—But after the ship had been finally beached nothing more could be done. She was hard and fast and all that could be done had been done. Everybody knew his station and there were, on the average, three passengers for each boat. If anyone had refused to go each officer could have taken a passenger by the scruff of the neck. If he would not go then I would have heaved him into the boat.

Witness—All the passengers might have got into one boat.

The President—There were only twenty altogether and if the whole lot had got into one boat it would not have mattered. What were the officers doing?

Witness—The chief officer assisted me in lowering the last boat.

The President—But before the last boat was lowered.

Witness—He assisted me in getting the boats ready and getting the passengers on deck.



The President—What was the second officer doing?

Witness—He was in one of the boats.

The President—Before that, I mean.

Witness—He was getting the boats ready. The third officer was on the bridge when the ship struck and he then came on deck.

The President—Did not everyone come on deck? When the boat struck I should have thought everyone would have come on deck.

Witness—He assisted me in getting the boats ready and went for me to the chief engineer to see if the pumps were working. The chief engineer, carpenter, and two men were getting the pumping gear ready.

The President—For all the use it was it might have been broken up. What did these officers do in getting the boats ready? I ask that because so many lives were lost in the surf.

Witness—They assisted in lowering the boats and superintended the boats generally.

The President—But there was nothing to superintend. No provisions were put into the boats. The falls had to be coiled, the gripes cast off, and the boats lowered to the level of the rails. What were you guided by in choosing this particular spot for landing?

Witness—I pointed out the place where I wished the boats to land. I sang out to the third officer.

The President—Had you any special reason for choosing that spot? You saw a boat capsized and yet you went straight through the surf yourself. There is a wide expanse of bay lower down to which you could have gone.

Witness—The weather was very bad and I could not see far. Only this spot presented a fair landing place. My boat was damaged by striking the ship. It was on account of this damage that we went through the surf instead of running off further to look for a better landing.

In answer to Commander Robinson witness further said—I was navigating with Admiralty chart 1985, dated 1887. The ship was not under command for some minutes before she was beached. The course taken on this occasion was apparently the same as I have taken on other occasions. We were twenty minutes to half an hour from striking to beaching. No one was lost from the ship.

By Captain Pybus—There was no panic amongst the passengers and no difficulty in getting them into the boats. The boats were lowered with people in them. I think the deck officers did their duty well.

By the President—It was three-quarters of an hour from the time the ship struck to the time we were all out of the ship.

W. S. Barrows, the third mate on the *Namoa*, said—I hold a second mate's certificate issued at Liverpool. I was on watch in the forenoon of the day on which the vessel struck. We were not steering any course but by the captain's orders. I had not been through the Fairway Island passage before, having been on the China coast trade only two months. We were going about eight knots when the ship struck. The captain then told me to get the boats ready. I went to the foremost boat and with the assistance of three quartermasters lowered it. I also got two other boats on the starboard side ready. I did not have anyone to assist me but the three quartermasters. The work of getting ready the boats occupied about eight or ten minutes. Then I helped to put the life belts on the passengers. I had no difficulty in getting the passengers to put them on. This took four or five minutes as far as I can remember. I was then called to the wheel. I afterwards went to my boat and I heard the captain call out "Take the passengers ashore." All the passengers were on the port side. I went and brought six of them over to my boat, which was lowered to the rails. I also got a quartermaster and one Malay sailor. They all got into the boat. They went down the tackle. I tried to do the same but fell overboard. I got into the boat all right and went off, the quartermaster and the Malay pulling, while I was steering. I believe I ought to have had another sailor. I have never been to boat stations. I knew there were some stations. I had no special order as to where I was to go, nor had I an order to shove off. I acted on the general order of the captain to take the passengers on shore. When we got to the surf I was in the act of turning the boat round when she capsized. I went

under the boat with several others. I dived from under her and I found those who had been under hanging to the keel. I tried to do this also, but the surf washed me away. I was nearly played out, but I managed to keep myself afloat and was washed on to the beach. I believe two were missing from my boat, which was eventually washed on shore. I did not think at the time of looking for a better place to land at. The second engineer's boat was also capsized. None of the boats got safely to shore.

H. O. Pritchard, second officer, said he had been ten months in the *Namoa*. He was in his berth when the ship struck and the captain ordered him to clear away the boats. He went to his lifeboat and a few Chinese sailors assisted him to clear the boat. Part of the crew got into the boat. He did not try to prevent them, but when they were in the boat he tried to get some of them out to allow of the passengers getting in. He did not use any force, as he could not get to the crew. The boats went without him and he then went to the third boat, lowered her, and put the remaining passengers in her. There were seven passengers and three of the crew in the boat. Only three out of the six oars were used. Witness decided himself to land at the sandy beach about half a mile off. As soon as the boat got in the surf the sea broached her to, and as he was getting an oar out a sea struck her and she was swamped. Witness was carried out of the boat and washed ashore.

The Court then adjourned until the 20th.

#### STEEL JETTIES TO BE SUBSTITUTED FOR SOLID STONE PIERS.

We have received the following correspondence:—

Peninsular and Oriental Steam Navigation Company,  
Hongkong, 15th October, 1897.

The Editor,

The *Daily Press*.

Dear Sir,—I beg to hand you, for publication, a copy of a letter from the Honourable the Colonial Secretary announcing that His Excellency the Governor has been pleased to accede to the prayer of the memorial petitioning for the substitution of steel jetties instead of solid stone piers for this harbour.

His Excellency's decision in this matter will, I am sure, give general satisfaction.—I am, dear sir, yours faithfully,

H. A. RITCHIE, Superintendent.

(Enclosure.)

Colonial Secretary's Office,  
14th October, 1897.

Sir,—I am directed to acknowledge the receipt of your letter of the 5th instant forwarding a memorial addressed to His Excellency the Governor praying for the substitution of steel jetties in the place of the solid stone piers now in course of erection in this harbour and I am to request you to be good enough to communicate to your co-signatories that His Excellency has been pleased to accede to the prayer of their memorial, and that the necessary steps will be taken to give practical effect to their suggestion.—I have the honour to be, sir, your most obedient servant.

J. H. STEWART LOCKHART,  
Colonial Secretary.

H. A. Ritchie, Esq., Superintendent Peninsular & Oriental S. N. Co.

An extraordinary general meeting of the shareholders and directors of the Club Hotel, Limited, was held at Yokohama on the 27th September to consider a contract entered into by the directors for the sale of the Hotel Metropole at Tokyo. The meeting confirmed the sale of the hotel for the sum of \$83,500, on terms that the purchaser takes over the liabilities and profits of the hotel from the 1st October, paying 10 per cent. of the purchase money at once, and the balance in six months, and in the meantime paying interest at the rate of 7 per cent. on the unpaid purchase money. The name of the purchaser was not mentioned; Mr. Litchfield, the Chairman, informing the meeting that the directors were dealing with an agent.

#### THE DIAMOND JUBILEE PERMANENT MEMORIALS.

The following correspondence with reference to the Diamond Jubilee Permanent Memorials for Hongkong is published in the *Gazette*:—

GOVERNOR TO SECRETARY OF STATE.

Government House,

Hongkong, 27th April, 1897.

Sir,—I have the honour to acknowledge the receipt of your despatches noted in the margin on the subject of the celebration of the completion of the sixtieth year of the reign of Her Majesty the Queen and to inform you what steps are being taken in this colony to commemorate that auspicious event.

2.—I enclose a copy of the Government notification showing the composition of the Committee appointed by me for the purpose of deciding what form this commemoration should take. Mr. Chater is Chairman of this Committee; Mr. Jackson, Honorary Treasurer; and Mr. Stewart Lockhart, Honorary Secretary.

Mr. Chater is proving himself a most energetic Chairman, and, in conjunction with his colleagues, is sparing no trouble to make the celebration a success.

3.—At the first meeting of the Committee it was resolved that the occasion should be marked by the establishment of a permanent memorial of an event at once so auspicious and so unique. The general public was accordingly invited to send in to the Committee any suggestions they might have to offer on the subject. In response to this invitation no fewer than twenty suggestions were received. These were duly considered by the Committee which rejected all the suggestions except five, and these were referred to a Sub-Committee for consideration and report. I enclose copies of the report of the Sub-Committee.

4.—From the inquiries of the Sub-Committee it became apparent that the most popular schemes were:—

- 1.—A road round the island.
- 2.—A hospital for women and children.
- 3.—A scheme for obtaining nurses from home and training nurses locally.

Mr. Chater, Mr. Jackson, and Mr. Lockhart then waited upon me and inquired whether the Government would give its support to this programme and stated that such support would be thoroughly appreciated by the great majority of the Community.

5.—I accordingly sent to you on the 14th April the following telegram:—

"Jubilee celebration proposed erection at once Hospital Women and Children; Institution training Nurses at cost of \$50,000; also road to be made by degrees round the island \$225,000. May I propose vote of same sum as public subscription estimated at \$50,000, exact precedent Fiftieth Jubilee? Chater promises that deficit (if any) in future shall be made good by one per cent. increase of rates yielding \$30,000 per annum."

To this telegram I received the following reply on the 22nd April:—

"In answer to your telegram 14th April I consent subject to my despatch 17th March."

6.—Having received your sanction to the proposals, I addressed a letter, a copy of which I now forward, to the Honorary Secretary of the Jubilee Committee. This letter was laid before a meeting of the Committee yesterday.

7.—I transmit an account of the proceedings of the Committee from which it will be seen that with the exception of two dissentients they unanimously resolved to adopt the three schemes to which I have specially referred.

8.—When it is recognised that this decision involves an ultimate expenditure of over £30,000, it is hardly necessary to state that the European residents of this Colony are deeply imbued with the strongest feelings of loyalty and affection towards Her Majesty the Queen. I would call your attention to the letters which the local Committee have received from members of the German, Portuguese, and American Communities, and I anticipate also a cordial response from the Chinese, whether naturalised British subjects or otherwise.

9.—Under the circumstances I have described there can, I think, be no doubt that the different nationalities in Hongkong appreciate to the full the benefits they derive from their residence in this the most remote and not the least im-



portant of Her Majesty's possessions.—I have the honour to be, sir, your most obedient, humble servant,

WILLIAM ROBINSON.

The Right Honourable Mr. J. Chamberlain, M.P., Her Majesty's Principal Secretary of State for the Colonies, &c., &c., &c.

SECRETARY OF STATE TO GOVERNOR.

Downing Street, 10th June, 1897.

Sir,—I have the honour to acknowledge the receipt of your despatch No. 96 of the 27th of April, regarding the proposals for establishing permanent memorials in Hongkong of the sixtieth year of Her Majesty's reign, and I must express my satisfaction at the evidence, which the papers enclosed in your despatch afford, of loyalty and public spirit on the part of all sections of the Hongkong community.

2.—I have already conveyed to you in general terms my approval of these proposals, in my telegram of the 22nd of April last, and in my despatch No. 84 of the 23rd of April.

3.—I shall be glad to receive from you in due course full particulars of the plan finally adopted for the Women and Children's Hospital and the Nurses' Institute; and also information as to how many miles of the proposed road will be undertaken in the first instance and in what direction.

4.—In approving the scheme for a road round the island, I must not be understood to have sanctioned the raising of a loan for the purpose of completing it at an early date, as appears to have been contemplated by some at any rate of the supporters of the scheme 4; but the road should, in my opinion, be constructed gradually out of current revenue, supplemented by whatever subscriptions may be raised for the purpose on the present occasion.—I have the honour to be, sir, your most obedient, humble servant,

J. CHAMBERLAIN.

Governor Sir W. Robinson, K.C.M.G., &c., &c., &c.

ACTING DIRECTOR OF PUBLIC WORKS TO COLONIAL SECRETARY.

Public Works Office, Hongkong, 8th October, 1897.

SIR,—In accordance with your request contained in Colonial Office despatch No. 114/1897, I now have the honour to forward for the information of the Secretary of State the following report on the works to be undertaken in this colony in commemoration of Her Most Gracious Majesty's prolonged reign.

2.—These works consist of a hospital for women and children, to be called the "Victoria Hospital," in conjunction with which a Nursing Institute is to be erected, and a road to be called the "Victoria Road," which will encircle the greater part of the island.

3.—Stones, bearing inscriptions which state briefly the circumstances giving rise to the works, were successfully laid by His Excellency the Governor on the 23rd June last, at the respective sites.

#### VICTORIA HOSPITAL.

4.—As this building is intended on its completion to be under the administration of the Civil Medical Department, it will be erected in the grounds of the Government Civil Hospital on a level plateau at an elevation of about 130 feet above sea level and within easy access of the main hospital and medical and nursing staff quarters.

5.—The accommodation to be provided will be as follows:—

	No. of Beds
For { 2 Wards, each containing 14 Beds=...28	
Women { 2 " " " 2 " =... 4	
2 " " " 1 Bed =... 2	
For { 1 Ward " " 8 Beds=... 8	
Children { 1 " isolation " 1 Bed =... 1	
Total Number of Beds	43

besides a day-room for convalescents, an operating theatre, and a sisters' room.

6.—The building will be two-storeys high and be surrounded on all sides by verandahs, the bath-rooms, sculleries, &c., being detached in small annexes situated at two of the angles whilst the accommodation for the Chinese servants will be provided in a separate building connected by a covered way with the main block.

#### NURSING INSTITUTE.

7.—A convenient site for this building has been selected near the proposed "Victoria Hospital" and close to the present medical staff quarters. It is now occupied by a temporary wooden shed containing a disinfecting apparatus which, in accordance with a proposal made some time ago, will be removed to a site adjoining the Infectious Diseases Hospital at Kennedytown—a place more suitable for it in all respects.

8.—The Institute will provide accommodation, in the first instance, for an assistant matron, 4 sisters, and 6 probationers, and will be so arranged that it can be conveniently extended should occasion arise.

9.—Competitive designs are being invited from local architects for the buildings above described in accordance with the annexed conditions, the limit of cost being fixed at \$60,000 for the Hospital and \$25,000 for the Nursing Institute.

10.—The positions of the proposed Hospital and Nursing Institute in relation to the existing hospitals and quarters are indicated on the plan which accompanies this report, and can be more clearly understood by a reference to the photographs showing the hospital and grounds as they are at present.

#### VICTORIA ROAD.

11.—The construction of this road will mark the fulfilment of a scheme which has been long desired in the colony. In the absence of complete surveys, which will require some time to make, the scheme can only be described in outline at present. It consists of constructing 10½ miles of new road, practically reconstructing 4½ miles, and effecting minor improvements in other portions of existing roads, the whole, 23½ miles in length, forming a nearly complete circuit of the island with the omission of some of its peninsular promontories.

12.—The road is intended for the purposes of driving or bicycling, and it may therefore be laid down that, wherever practicable, the width of it should not be less than 20 feet and the gradients should not be steeper than about 1 in 15. Wherever it can be done, without materially increasing the cost, the width should be increased to 25 feet.

13.—Commencing at the General Post Office and proceeding eastwards a good road already exists as far as the important village of Shauiwan, 6 miles distant. The road follows the coast line passing through Quarry Bay with its large sugar refineries, and is, with slight exceptions, practically level. From Shauiwan it turns southwards and begins to ascend until a gap in the hills is reached at an altitude of about 500 feet 1½ miles from Shauiwan. In this portion the existing route is followed for a distance of about 1 mile and a deviation is then made which effects a saving in the length of the road and avoids an unnecessary rise and fall before the gap is reached. The formation of a cutting 30 feet in depth through the gap will enable an average gradient of about 1 in 17 to be obtained all the way from Shauiwan.

14.—Passing through the gap, the present road makes a zig-zag and descends rapidly to the village of Tytam Tuk. Apart from considerations of width, the road is quite impracticable for vehicles, and a new line has therefore been laid out, which skirts the hillside at a higher level and crosses the valley some distance above the village, and in that way an average gradient of 1 in 15 is secured. Contouring the hills at an elevation of about 100 feet until the last valley has been crossed, a slight ascent is once more begun to join the existing road which attains at this part a maximum height of about 250 feet. With slight undulations the road continues along the hills fringing the coast until a point is reached where a descent is begun to the village of Stanley 4½ miles from Shauiwan.

15.—Here the proposed road again deviates from the existing route and, after being carried for some distance approximately level, begins to ascend to a gap at an elevation of 450 feet. This is the last obstacle as regards height which has to be negotiated on the return to the starting point and as in the former instance some cutting will be done here also permitting an average gradient of 1 in 15 to be secured.

16.—From the gap, the existing track descends somewhat steeply and mounts another hill before reaching Deep Water Bay, two miles distant.

To avoid this a new line is laid out contouring the hills in such a manner as to admit of an easy descent to the Bay, the gradient being about 1 in 30. The length of this portion of the road will be slightly increased, but this is more than compensated for by the improvement in the gradient and the avoidance of the intervening hill which would entail an ascent of about 280 feet.

17.—After reaching Deep Water Bay a new and practically level route is continued along the shore and through a flat valley to join the Little Hongkong Road, the existing road again making an ascent and descent of some 300 feet to reach the same point.

18.—From here the present road is once more followed, through the village of Aberdeen with its paper mills and docks, for a distance of about two miles and a divergence is then made, the coast line being adhered to until a junction is effected with the roads in the western extremity of the city at Kennedytown. By this deviation a rise of 480 feet in the existing road will be avoided, the new route being approximately level.

19.—From Kennedytown an excellent road exists through the city back to the starting point, namely, the General Post Office.

20.—Roughly speaking, the road may be divided into two sections: a high-level portion from Shauiwan to Deep Water Bay varying from 100 to 500 feet above sea level and a low-level portion for the remainder of the distance practically following the coast line and seldom attaining an elevation of 100 feet.

21.—I estimate that the total cost of carrying out the complete scheme will be \$255,000; but in the absence of surveys of the route, this amount must be regarded as approximate only. I believe, however, that it will be found sufficient.

22.—Some reclamation work will be required at Kennedytown, the cost of which is not included in the foregoing estimate as this will be work of a remunerative kind.—I have the honour to be, sir, your obedient servant,

W. CHATHAM.

Acting Director of Public Works.  
The Honourable, the Colonial Secretary.

#### THE "PRINCESS CHARLOTTE" AND "VICTOR EMANUEL" FIGURE HEADS.

#### THE COMMODORE AND GOVERNOR CRACK JOKES.

The following correspondence is published in the *Gazette*:—

COMMODORE TO GOVERNOR.

Tamar at Hongkong.

11th October, 1897.

Sir,—I have the honour to submit that I am prepared to give the figure head of the old *Princess Charlotte*, which is now in a somewhat lonely and unfrequented place by the signal gun at Victoria Peak, a home in the Royal Naval Yard, if it should meet the views of Your Excellency that she should be transferred to a more frequented locality.

I expect that before very long the figure head of the *Victor Emanuel* will be placed in a prominent position in this establishment, and it would seem fit that a Royal Consort should be provided for him.

Provision is made in the yearly Naval Estimates for keeping these interesting relics of the past in a state of preservation.—I have the honour to be, sir, your excellency's obedient servant,

SWINTON C. HOLLAND,

Commodore.

His Excellency Sir William Robinson, G.C.M.G., Governor of Hongkong.

GOVERNOR TO COMMODORE.

Government House,

Hongkong, 14th October, 1897.

Sir,—In reply to your letter of the 11th instant, I have the honour to state that I have no objection to the union in the Naval Yard of the figure heads of the *Princess Charlotte* and *Victor Emanuel*, but I trust that no objection will be raised on behalf of His Majesty to his proposed Royal Consort on account of her somewhat mature age.—I have the honour to be, sir, your most obedient servant,

WILLIAM ROBINSON.

Commodore Swinton Holland, R.N., A.D.C.



### MISS MCINTOSH'S PLAGUE SERVICES IN INDIA.

The following correspondence is published in the *Gazette* :—

Government Civil Hospital,  
Hongkong, 7th October, 1897.

SIR,—I have the honour to enclose, for the information of His Excellency the Governor, a letter which Miss McIntosh (Sister Catherine) received by the last mail from the Bombay Government with reference to her services in India this year.—I have the honour to be, Sir, your obedient servant.

J. M. ATKINSON,  
Principal Civil Medical Officer.  
The Honourable J. H. Stewart Lockhart,  
Colonial Secretary.

FROM THE SECRETARY TO GOVERNMENT  
TO MISS G. MCINTOSH.

General Department,  
Poona, 15th September, 1897.

Madam,—I am directed by His Excellency the Governor in Council to send for your information an extract from a report by the late Mr. W. C. Rand, I.C.S., on the measures adopted for the suppression of plague in Poona. I am to say that, had your address been known, His Excellency in Council would have taken an earlier opportunity of expressing his own appreciation of the services you rendered whilst working under the Plague Committee in Poona. This appreciation is enhanced by the recollection that you were the first skilled nurse to offer your services, and that the offer was in the fullest sense voluntary.—I have the honour to be, madam, your most obedient servant,

J. D. C. ATKINS,  
Secretary to Government.

(Enclosure.)

"17. Of the ladies that accompanied the search division the following rendered valuable assistance:—

\* \* \* \* \*

"Miss McIntosh.

\* \* \* \* \*

"Miss McIntosh, who had had considerable experience of plague-nursing in Hongkong, was an invaluable assistant to the search parties till April 18th, when she was transferred to the General Plague Hospital on nursing duty."

### THE VOLUNTEER ENCAMPMENT.

13th October.

The sun has at length condescended to shine on the Volunteer encampment at Stonecutters' Island, and the Volunteers are happy. Monday night was beautifully calm, a pleasant contrast to the wretched conditions which prevailed on the previous night. The full moon shone with all its power, unobstructed by dreary clouds, so that the duties of the guard, which was furnished by the Maxims, were performed without any of the physical discomforts which were experienced on Saturday and Sunday nights. At sunrise yesterday morning ugly looking clouds hung over the harbour, but they disappeared as if by magic soon after six o'clock.

There was an exceedingly good attendance of both units at the morning parade. The Field Battery received instruction in gun drill, which was very pleasant though warm work, while the Maxims were put through a course of musketry. Later in the morning these members of the Field Battery who remained in camp were instructed in 64-pr. R. M. L. gun drill, range finding, and laying.

Fortunately the health of the men is excellent and there is little to report in the nature of incidents that can be considered as forming a corollary to the encampment. One gunner in the Machine Gun Company had an amusing experience. On Monday he had his tiffin in Hongkong, and his next meal was Tuesday's breakfast at camp. The fasting was involuntary and it came about in this way. He caught an outside launch which took him to Commissariat Pier, Stonecutters, and as he had previously landed at East Pier he took care, being alone, to inquire the shortest and best route for the camp from this strange spot. He was told most minutely, all the hills and dales and turnings being described to him with the utmost care. Armed with this mental guide he proceeded on

his way. On and on he went, up hills, down hills, but never a tent bore in sight. The moon was shining gloriously, and the wanderer, after a weary and futile tramp of an hour or two, seriously considered whether he should imitate his Commandant and squat on the hill side until morning time. But no, he decided to push forward. At length he was challenged by a Sikh sentry. Evidently things were getting dangerous, but the lost Maxim shouted "Friend" and passed on—through a fort, as it happened. The active sentry now became very suspicious and he peremptorily called upon the "friend" to halt, but apparently this order was not heard, for the Volunteer instantly made a rush down a hill, up another hill, down a second hill, turned sharply to the right, then made a half left turn, and eventually found himself on the sea shore about a mile away from the camp, but at a spot which he knew. After taking a short rest to restore normal breathing the gunner hurried as fast as he could to the camp. Dinner had by this time been well digested by the lucky men under canvas and so our friend the gunner had to go to bed without even a snack. He says he never knew that such a small island could be so large, and we believe he is open to challenge the whole of the Volunteer topography experts to satisfactorily surmount the extraordinary intricacies to be encountered in the highways and by-ways of Stonecutters' Island.

The *Camp Gazette* arrived in camp yesterday afternoon and there was naturally an eager demand for it. It would be rather unfair if we repeated here any of the numerous good things to be found in its columns, and we will therefore content ourselves by saying that this year's first number of the *Camp Gazette* is quite equal to and perhaps even better than last year's issues and we strongly recommend the general public to purchase a copy at Messrs. Kelly and Walsh. The price is only 25 cents and the public may rely upon getting many a good laugh for their money. The second and final number will be ready in a day or two.

14th October.

The attendance at camp maintains a most satisfactory figure, there being always a strong muster of both units for early morning parade. Yesterday morning the Maxims engaged in musketry drill, while the Field Battery received excellent instruction in fire discipline from the Adjutant, Captain Gordon, R.A. The men have put in some really useful work and there seems to be every likelihood of very good results being obtained at the firing on Saturday afternoon from the north shore.

The drum and fife band has made wonderful progress. On Tuesday retreat and tattoo were played on the green near the gun park, and there was quite a big turn out of men to listen to the lively strains of music.

At night there was much moisture in the atmosphere, the result being that every man's uniform became quite clammy, and those who could suffer them wrapped themselves closely in blankets before snoring for the night.

The Commandant, Major Sir John Carrington, has been very active during the encampment. He is about at all hours of the day and night, and certainly runs the camp on business lines. Surprise visits to the guard are commendable, and we are glad to say that the vigilant sentries have been prompt in turning out the guard on every required occasion. Sir John has also taken a great interest in the men's evening diversions, and has on one or two occasions watched with considerable interest the doings of the card players. Nor has he neglected to make enquiries as to the men's personal comforts in the matter of victualing and sleeping. The announcement made one morning at early parade that the Commandant would inspect the tents acted as a wholesome incentive to neatness, and now the occupants of each tent try to outshine their neighbours in interior orderliness—a very necessary adjunct to military discipline.

The impromptu concerts at night have been very enjoyable. There is one gunner who can sing a song on almost every animal or bird contained in the Zoological Gardens, London. Give this gunner the name of your favourite pet and he will at once fire off a beautiful and long

song about it. But the men don't mind the length, as the singer, judging by an extraordinary string of complimentary and uncomplimentary soubriquets by which he is known, has a host of submissive friends.

Mosquitoes take possession of most of the tents at night and all the king's horses and all the king's men would not drive them away. They are big creatures and do not fail to let everybody know that they can buzz boisterously. A few human specimens are also occasionally heard outside the walls of the tents after "Lights out" has been sounded. But the orderly sergeant knows an excellent cure for them. There is peace for the weary when he is about.

15th October.

The Volunteers were treated to a pleasant surprise on Wednesday night. His Excellency the Governor, Sir William Robinson, G.C.M.G., Hon. Colonel of the Hongkong Volunteer Corps, paid a visit to the camp at Stonecutters' Island. His Excellency was accompanied by a large number of naval and military officers and private residents. A guard of honour, consisting of men from both units, was drawn up near to the East Pier to receive the distinguished guest, and on his approach the guard, which was under the command of Lieutenant Fullerton, presented arms. The Governor seemed highly pleased with this official reception, which was perhaps unexpected, and before proceeding to the officers' mess he closely inspected the men. The guard was shortly afterwards dismissed.

When His Excellency arrived the weather was somewhat threatening. The moon could not be seen and the darkness was dense, but several lamps and Chinese lanterns which were hung on trees along the route to the officers' mess considerably relieved the blackness of the night. Fortunately, the clouds became scattered towards the completion of dinner and for the remainder of the evening the light from the moon was bright and clear.

The drum and fife band played the tattoo and we understand that the guests in the officers' mess were very much pleased with the music.

The great event of the evening was the opening, for one night only, of the Frivolity Theatre. This important function was carried out "under the distinguished patronage and in the presence of" Mr. Smith, R.A. Mr. Smith, it must be understood, is not a Royal Academician. He is Quartermaster-Sergeant William Henry Edward Smith, Royal Artillery, one of the Corps instructors. He of course occupied the highest place in the "theatre," the said place being a specially constructed bamboo chair about nine feet in height, placed immediately to the right of the stage, and from this elevated position Mr. Smith, R.A., was able to clearly follow everything that was said and sung at the special entertainment promoted for the occasion. Mr. Smith, R.A., was doubly blessed. Not only was he the patron, but gathered near him were the following high officials and residents:—H. E. the Governor, Sir William Robinson, G.C.M.G., Commodore Holland, A.D.C., Colonel O'Gorman, Colonel Clarke, Colonel Elsdale, Major Lindlay, Captain Phillips, A.D.C., Captain Long, Captain J. J. Francis, Lieutenant Buzzard, Hon. J. H. Stewart Lockhart (Colonial Secretary), Hon. F. H. May, Messrs. E. Cooke, R. S. Whealler, and others.

The entertainment was provided by the Stonecutters' Scamp Minstrels, who, according to the announcement made in a gorgeously yellow programme, were engaged at great expense and enormous personal inconvenience. An admirable stage was fitted up and in front chairs and forms were arranged for the tremendous number of people who witnessed the show. The minstrels were beautifully black and all wore fearful and wonderful costumes, but the excellent disguise did not extend to their voices and the people were doubtless not far wrong in guessing the performers to be all members of the Corps—most of them young members. The performance was really very good and many a hearty laugh followed the ringing of the big bell which indicated the cracking of a joke. The violent ringing of a bell is a decided improvement on the old hammer and chisel system, because if the joke fails to reach its destination there still remains the bell to laugh at. In all there were seventeen items on the



programme and each one was deservedly applauded. The pranks and witticisms of two brothers, one of whom figured as a sister ("Ring the bell"), were exceptionally good, while "De Hongkong Volunteers", a doggerel song which was rendered by the whole company, afforded much interest and amusement. At the conclusion of this capital entertainment cheers were given for the minstrels, and the visitors then left in the launch.

Before leaving His Excellency the Governor, accompanied by Major Sir John Carrington and several officers, visited the guard tent, and the guard, which was furnished by the Maxims, was promptly turned out.

In consequence of the length of the programme the rules as to lights was somewhat relaxed and it was getting on for half-past eleven when the order "Lights out" was given, and the camp was all quiet in a very few minutes.

Yesterday morning the Machine Gun Company had Maxim gun drill, the men of the Field Battery again receiving instruction in fire discipline in view of to-morrow's practice from the north shore. One Field Battery man turned out in serge uniform although khaki was ordered. This looked very bad on parade and Captain Chapman very properly rebuked the gunner, and it is to be hoped the offence will not be repeated. The gunner's excuse was that his khaki uniform was soiled owing to the upsetting of some curry and rice at dinner, but even supposing this was the case, he should not have gone on parade in serge uniform without asking permission. Inattention to dress is apt to demoralize men.

16th October.

Much useful work has been accomplished in camp during the past two days. On Thursday afternoon both units paraded in strong force for company drill by the Commandant. After dinner merry-making was the order of the evening, songs and yarns being the principal attraction. While one boisterous chorus was being sung "Fire" was sounded and there was an immediate helter-skelter of men in all directions for their respective tents, the fire guard taking up their assigned positions armed with buckets of water. Further orders were anxiously awaited, but in a few minutes it was ascertained there was no fire at all and the men resumed their pleasurable pursuits. Judging by the prompt response to the alarm there would not be much chance of great damage being done in case of an outbreak.

The night was somewhat squally and in the morning the sky was overcast. The early parade saw a big muster and the drill of both units was very smart. The Field Battery again manned the 7-pounders and received excellent instruction in fire discipline from Captain Chapman, Battery Commander. The Maxims were drilled by their non-commissioned officers in company and carbine drill.

The second number of the *Camp Gazette* will be in camp to-morrow and on dit that this issue will even eclipse the previous ones. There will doubtless be a big demand for the official organ.

A noteworthy feature of this year's camp has been the entire absence of snakes. It will be remembered that last year some reptiles of normal and also record length were caught, and one gunner received a nasty bite, but this year not a single man has complained of feeling or seeing snakes. We hope that next year the mosquitoes will have as much respect for the Hongkong Volunteer Corps as snakes now apparently have.

There is sure to be a big influx of visitors to camp this afternoon providing the weather is fine. Firing by both units will take place from the north shore and the targets will be moveable, a few old sampans having been brought for demolition, and these will be in tow of a launch. Sarcastic friends say that the tow rope will be one thousand seven hundred and sixty yards in length, but the Volunteers have on several occasions proved how accurate their aim is, and on the present occasion we venture to predict a warm time for the sampans. The most important numbers on the guns have been most carefully instructed in their work and impressed with the great responsibility resting upon them, and as far as can be seen smoothness and accuracy will characterize the working of the guns. Major-

General Black, who witnessed the firing at last year's camp, was very pleased with the men's work. He is absent from the colony at the present time, but perhaps Colonel Elsdale will be at Stonecutters to-day keeping a critical eye on the movements of the corps.

18th October.

The 1897 encampment of the Hongkong Volunteer Corps at Stonecutters' Island concludes this morning. Most of the men came away yesterday, but a few remained behind to see the last of what has been a most profitable week's camp of instruction. On this point we were glad to hear one or two remarks made to the men by the Commandant yesterday afternoon. He said that those people who thought that the camp was merely a little picnic for the men were greatly mistaken. Hard work had been performed during the week and the men knew far more about their drill and were much smarter than at the beginning of the encampment. Of course the idea that the camp ground is only a pleasure ground is very absurd as a visit to Stonecutters' on any day last week would have amply testified, but still some people have the notion and it is as well to annihilate it at once.

Saturday was an exceptionally busy day for both units, the principal event naturally being the firing practice from the north shore. A large number of well known residents went over to the camp to witness this interesting exhibition and they were doubtless well pleased with what they saw. The idea was that an enemy, having landed at Mirs Bay, had pushed a small body of infantry over the northern hills with the intention of capturing Stonecutters' Island by a *coup de main*. The body of infantry was supposed to have embarked in junks and sampans at Samshuiipo and sailed down wind (N. E.), intending to land on the sandy beach adjoining the Naval Rifle Range. The Volunteers, who were encamped at Stonecutters' East, turned out and, by means of an effective fire from their 7-pounders and Maxims, succeeded in preventing the enemy's intention of landing. The enemy, being repulsed, made for the Capsuimun Pass under a furious fire from the guns.

The enemy were represented by four sampans flying a white flag and rigged with mat sails. In each sampan several dummies were placed and they were sent in the required direction one at a time. At a given signal by Captain Chapman, Battery Commander, the Field Battery and Maxims at once rushed from the preparatory position under cover and quickly came into action. The range was soon found and the firing, particularly from the Maxims, was good. The Field Battery got in two direct hits with common shell, the first of them being credited to Sergeant Armstrong, to whom was awarded a special prize of \$5 presented by the Adjutant, Captain Gordon, R.A. The sampans were afterwards beached and an examination showed that only one dummy had not been hit. Many of the dummies were cut to pieces, and all the boats showed many marks of having been hit by splinters and bullets from the shrapnel and the bullets from the Maxims.

On returning to camp Colonel Elsdale presented a cup and badges to Sergeant Hayward's detachment, which won the 64-pr. competition last year. Colonel Elsdale said he regarded these competitions as of great importance and it was for that reason he had great pleasure in presenting the prizes. At the conclusion of this interesting ceremony the men were dismissed.

After dinner, at which the officers and men were assembled in one tent, a concert was given and there were so many items that the time of the departure of the last launch was delayed for nearly an hour.

Yesterday the men attended a church parade service, which was conducted by the Rev. G. J. Williams. A collection was afterwards made amongst the men on behalf of the Alice Memorial and Nethersole Hospitals and we are pleased to say that \$100 was subscribed.

During the day many photographs were taken in camp, once when the men were on parade. In the afternoon the Commandant paraded the men, who were put through the movements executed at the last annual inspection. After this he said how pleased he was with their week's work. They would part on the best of terms and he hoped

they would all meet there again this time next year.

Sir John Carrington was then asked to unfurl the Corps flag. He willingly did so and then invited the whole of the men to be his guests for the next half hour, an announcement which was naturally received with tremendous cheering.

The second number of the *Camp Gazette* arrived in camp yesterday afternoon and had a ready sale. This number is full of interest not only to Volunteers but to the general public, and as, we understand, the number of copies is limited, it would be advisable for the public to order them from Messrs. Kelly and Walsh without delay.

### CRICKET.

#### HONGKONG CRICKET CLUB V. HONGKONG FOOTBALL CLUB.

This match, which always creates plenty of interest, was played on Saturday, 16th October, and attracted a numerous gathering of spectators. Fortunately fine weather prevailed, though the wicket, after the heavy rain on Friday, was necessarily slow.

Thanks to the kindness of the Colonel and Officers of the Hongkong Regiment the play was enlivened by the strains of the Regimental band.

The Football Club won the toss and Anton and Inchbald opened the batting shortly after 11.30, the attack being entrusted to Noble and Cox. Anton, after making 12, hit all round one of Noble's and was caught by Cox. Ward now came in and soon commenced to hit out, his partner keeping strictly on the defensive. These two raised the score to 62, when Inchbald was caught by Cox. Moberley was the next batsman, and runs were added steadily until Ward was caught at 77 for a useful forty-seven. His last stroke before being caught was a beauty to leg for six. His was the highest score of the match.

At the interval things looked rosy for the Footballers, as there were only three wickets down for eighty and they were talking of doing all sorts of rash things, such as challenging the Cricket Club to play football, &c. Shortly after resuming Moberley was bowled by Smith. Gordon now came in and things went well for the Football Club for a short time. Davies quietly hit off fourteen before being caught, and Gordon and Atkinson carried the score to 135, when the former unfortunately ran himself out. From that stage a very feeble resistance was offered by the batsmen, Bowden Smith capturing three wickets in two overs for five runs, and the innings closed for 138 runs.

Johnston and Mounsey opened the batting for the Cricket Club to the bowling of Swan and Gordon. Mounsey did not stay long, being caught by Inchbald off Gordon for eight. Hamilton followed. Johnston continued to do the bulk of the scoring, punishing the leg balls repeatedly, but after making twenty-two he was caught off Gordon by Ward. Cox now joined Hamilton and after rapidly hitting off twenty-seven was yorked by Davies. Three wickets for 65. Shortly after this Hamilton was caught in the slips by Davies. Smith and Langhorne getting together made things very lively and practically won the match, as the remaining five batsmen only added nineteen runs between them. They were both let off more than once and with a little luck the Football Club might have won; however, they made a fair match of it. Davies and Anton were the most successful bowlers, the former taking four wickets for thirty-one and the latter two for sixteen. Score:—

#### FOOTBALL CLUB.

A. S. Anton, c Cox, b Noble	12
C. Inchbald, c Cox, b S. Smith	12
A. G. Ward, c Smith, b Noble	47
H. S. Moberley, H.K.R. b Smith	7
C. Gordon, W.Y.R., run out	28
P. G. Davies, R.A., c Langhorne, b Smith	14
Surg.-Capt. Swan, b Bowden Smith	0
J. M. Atkinson, c Cox, b Mackenzie	10
H. W. L. Moberley, c Smith, b Bowden Smith	0
E. C. Creagh, c Langhorne, b Bowden Smith	0
F. H. Kow, not out	0
Extras	8



BOWLING ANALYSIS.					
	Overs.	Maid.	Runs.	Wides.	N.B. Wickets
J. F. Noble	12	2	28	—	2
P. A. Cox	16	1	39	—	—
T. S. Smith	16	4	44	—	1 3
A. Mackenzie	10	4	12	—	1
Bowden Smith	31	2	5	—	3

## CRICKET CLUB.

Surgeon Lt.-Col. Johnston, c Ward, b Gordon	22
K. W. Mounsey, c Inebald, b Gordon	8
J. Hamilton, c Davies, b Ward	8
P. A. Cox, b Davies	27
T. Sercombe Smith, l b w. b Swan	39
Capt. Langborne, R. A., , Davies	38
Lt. Bowden Smith, R.N., c Kew, b Anton	3
A. Mackenzie, b Anton	6
J. F. Noble, c and b Davies	8
A. Anderson, not out	2
C. C. Platt, b Davies	0
Extras	7

168

BOWLING ANALYSIS.					
	Overs.	Maid.	Runs.	Wides.	N.B. Wickets
J. H. Swan	11	1	36	—	1
C. W. Gordon	11	2	39	—	2
H. W. Looker	3	1	14	—	—
P. G. Davies	14	1	31	—	4
A. G. Ward	6	—	25	—	1
A. S. Anton	5	—	16	1	2

## VICTORIA ENGLISH SCHOOL V. ST. JOSEPH'S COLLEGE.

The match between the Victoria English School and the St. Joseph's College was played at the Happy Valley on Saturday, 16th Oct., and resulted in a victory for the former. The following is the score:—

## VICTORIA ENGLISH SCHOOL.

J. H. Ruttonjee, b J. B. Gutierrez	2
R. Basa, b J. B. Gutierrez	2
H. Rapp, c Simois, b Gutierrez	3
D. J. Corcoran, st Logan, b Pugh	4
A. Cameron, b J. P. Gutierrez	3
F. Cruz, b J. P. Gutierrez	0
F. Rapp, b A. Gutierrez	3
A. Remedios, c Melendreras, b A. Gutierrez	0
R. Corcoran, b Pugh	0
A. C. Botelho, not out	6
E. Aquino, b J. P. Gutierrez	2
Extras	6

31

## ST. JOSEPH'S COLLEGE.

J. Logan, c Corcoran, b Ruttonjee	0
A. Gutierrez, c Cruz b Ruttonjee	3
Ed. A. Pugh, c Cameron, b Basa	2
J. B. Gutierrez, b Basa	5
J. P. Gutierrez, c Cameron, b Basa	7
F. Danenberg, c R. Corcoran, b Basa	2
A. Coates, b Ruttonjee	0
J. Franco, b Ruttonjee	1
M. Hopun, run out	1
M. Simoes, not out	0
Melendreras, c Ruttonjee, b Basa	0
Extras	4

25

## THE ROYAL HONGKONG GOLF CLUB.

## QUARTERLY MEETING.

Wretched weather was experienced throughout the competitions at this meeting lasting from the 8th to 11th October. Drenching showers and high gusty winds materially affected the quality of the play, as evidenced by the subjoined returns. No attention was paid to either the usual Pool or "optional sweepstakes."

## MACEWEN CUP.

Mr. W. J. Saunders	112	18	94
Mr. E. A. Ram	105	9	96
Dr. J. M. Atkinson	112	15	97
Mr. F. W. Pellew, W. Y. R.	111	13	98
Mr. H. L. Dalrymple	107	8	99
Mr. C. A. Tomes	109	8	101

## 12 Entries.

## BOGEY CUP.

Mr. H. L. Dalrymple	8 down, receiving 6 strokes
Mr. C. A. Tomes	9 " " 6 "
Dr. J. M. Atkinson	9 " " 11 "
Mr. E. A. Ram	11 " " 7 "

## 12 Entries.

Turning from the recent dreary aspect of "things golfing" during the past few days, we approach a brighter and more pleasing subject. Members will be generally aware of the change of style of the Club, and a word or two must be placed on record in this connection.

Through the personal interest and good will of His Excellency Sir William Robinson, an honour of considerable moment has been conferred on the Club, and the fact that, in view of His Excellency's recommendation, Her

Majesty the Queen has been graciously pleased to give Her permission to the Hongkong Golf Club being called "The Royal Hongkong Golf Club," cannot be passed over without notice.

It is well known throughout this Colony what keen interest His Excellency has always taken in sport of all kinds, and this latest evidence of his lively regard cannot but call for the very warm thanks of the members of this Club. There are a good many clubs in the British Isles styled "Royal," but the proud distinction, accorded to this Club, is shared by a very select number: in fact, only two or three names occur to the writer.

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

The twenty-fourth ordinary meeting of the shareholders in the Union Insurance Society of Canton, Limited, was held at the head office, No. 4, Praya Central, on 13th Oct., at noon. Mr. N. A. Siebs presided and there were also present—Messrs. R. L. Richardson, H. L. Dalrymple, A. Ross, C. S. Sharp (Directors), N. J. Ede (Secretary), C. H. Thompson, J. H. Cox, J. B. Coughtrie, R. M. Gray, E. S. Wheeler, C. Palmer, A. V. Apar, B. Byramjee, H. J. M. Carvalho, W. J. Saunders, and E. C. Lane.

The SECRETARY read the notice calling the meeting.

The CHAIRMAN—Gentlemen, with your permission I propose to follow the usual course and take the report and accounts as read unless any shareholder wishes me to read them. They were issued on the 22nd September and no doubt you have all made yourselves acquainted with their contents. The accounts explain themselves fully and there is little left for me to say regarding them. Our net premium for the year 1896 shows an increase of \$76,000 over that of 1895. This is not due to any difference in exchange, but is an actual increase, which is gratifying, especially in view of the fact that rates of premium are now a-days low and the competition for business very keen. As regards the distribution of the profits I hope the shareholders will approve of what is proposed in the report and that they will agree with the Directors in thinking that the outturn for the year 1896 is satisfactory. With reference to the year 1897 an estimate has been made as usual of the position of the account, which shows a larger amount at credit than the corresponding estimate of 1896, but as you know it is too soon to form any idea of what the final outturn will be. From the balance sheet you will be glad to see that the Society is in an excellent position. I may mention our gold assets on the 30th of June were over £174,000, and we have also rupee paper valued at £7,800. With these few observations I propose moving the adoption of the report and accounts, but before doing so I shall be happy to reply to any questions you may wish to ask.

There were no questions and the CHAIRMAN moved the adoption of the report and accounts.

Mr. R. M. GRAY—I have very much pleasure in seconding the adoption of this report. It is a matter of great congratulation to us shareholders that our interests have been so well looked after in the careful investment of our funds, and under similar excellent management the continued prosperity of the Company is assured.

Carried.

Mr. COUGHTRIE proposed the re-election of the retiring Directors, Messrs. A. Ross and C. S. Sharp.

Mr. APCAR seconded.

Carried.

Mr. THOMPSON proposed the re-election of Messrs. J. H. Cox and W. H. Potts as auditors.

Mr. BYRAMJEE seconded.

Carried.

The CHAIRMAN—Gentlemen, before we adjourn I should like to say a few words which refer to a gentleman who has devoted himself to the welfare of this Society with unremitting zeal and assiduity for about 26 years and to whom the shareholders, I may say, in a great measure owe the splendid position the Society is in. You will, of course, understand this is our Secretary, Mr. Ede, who finds that he does not feel able to spend any more summers in Hongkong, and therefore has decided to retire next spring. Now, gentlemen, as this is our annual meeting I thought it appropriate to

bring this to the notice of the shareholders to-day, who no doubt will regret his departure as much as the Directors do. My personal acquaintance with our friend in the East dates from his first arrival, and, without going into further details, I must say that it seems to me his departure will be a loss, not only to the Union, but also to the colony at large. (Applause.)

Mr. EDE, in reply, said—Mr. Chairman, I thank you most sincerely for the kindly words which you have just spoken with reference to me and I thank you, gentlemen, for signifying your concurrence with what has been said by the Chairman. Although the prosperity of the Society may perhaps be attributable in some measure to my administration of its affairs, I cannot accept the compliment paid me by the Chairman without saying that the success of the Company has likewise been largely due to the valuable co-operation and guidance of the Directors, to the able management of the gentlemen in charge of our branches, and to the loyal and intelligent assistance of many of the members of our staff at our branches as well as here at our head office. You will readily understand, gentlemen, with what profound feelings of regret I retire from my post, when I tell you that I have been the Secretary of the Society for more than 26 years and that I was previously associated with it for five years, from 1862 to 1867, when the management was in the hands of Dent & Co. I derive, however, much comfort and satisfaction from the knowledge that the Society is in a sound and flourishing condition and from the consciousness that I leave behind me men able to care for your interests as well if not better than I could do myself. This is probably the last general meeting of shareholders which I shall have the privilege of attending, at all events as your Secretary, and I take the opportunity of thanking the Directors, past and present, for their invariable kindness and courtesy towards me and I wish to thank the Directors and the shareholders for the confidence they have reposed in me for so many years. I trust that confidence will be extended to my successor and I fervently hope that continued prosperity will attend this Society in the future. (Applause.)

The CHAIRMAN—That concludes the business of the meeting, gentlemen. I thank you for your attendance. Dividend warrants will be ready to-morrow.

## CANTON INSURANCE OFFICE, LIMITED.

The sixteenth ordinary general meeting of the shareholders in the Canton Insurance Office, Limited, was held at the offices of the General Agents, Messrs. Jardine, Matheson & Co., on 18th October. Hon. J. J. Bell Irving presided and there were also present—Messrs. H. Dalrymple, D. Gubbay, D. Gillies, F. Maitland (Consulting Committee), G. T. Veitch (Secretary), A. Fleet, Ho Fook, G. dos Remedios, J. H. Lewis, J. M. Forbes, E. Jones Hughes, Chan San, D. M. Mehta, Ho U. Shang, B. Byramjee, D. Landale, K. McK. Ross, J. H. Cox, and R. C. Wilcox.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN.—The report and accounts have been in your hands since the 5th inst., and as is usual on these occasions I propose with your permission to take them as read. I regret that I have to come before you to-day with a statement which compares unfavourably with the satisfactory accounts issued by this Company during recent years. When addressing you at our last annual meeting, I drew your attention to a falling off in the premium earned during 1896, and stated the reason for the decrease. At the same time I mentioned that serious casualties had occurred, which might entail heavy payments on account of averages, and this unfortunately has proved to be the case; consequently the result of the year's operations, inclusive of interest collected, and the amount of \$45,015.58 brought forward, and the amount of \$311,733.91 against \$473,740 for 1895. Subject to the approval of shareholders this available balance of \$311,733.91 the General Agents and Consulting Committee propose dealing with by paying to shareholders a dividend of 22 per cent, absorbing \$110,000, returning \$197,457.69 as a bonus of 20 per cent to contributors of



premia, and carrying the small balance of \$4,276.22 forward to the current year. As regards the 1897 account, you will observe that the premia collected is larger than for the same period during the preceding years, but on the other hand, losses have been sustained amounting to \$530,000, the greater portion on the very best risks, leaving an estimated balance on the 30th September of \$431,141 at the credit of working account. Since the issue of the report a further loss has occurred by the steamer *Namoa*, wrecked near to Foochow, on which our interest amounted to \$37,000, and we have also received information from our London agents that the accident to the *Glengyle* will entail a heavy particular average claim, the extent of which is not yet known. Interest account shows a falling off, but this hardly requires explanation, at you are all aware that interest on mortgages has fallen, as well as rates on fixed deposit. Our mortgages have been valued as usual by our surveyors, who report ample margins for the advances made. With these remarks I beg to propose that the report and accounts as presented be adopted and passed.

Mr. J. H. LEWIS seconded.

Carried.

Mr. R. C. WILCOX proposed that the appointment of Mr. D. Gubbay on the Consulting Committee be confirmed and that Messrs. C. P. Chater, H. L. Dalrymple, D. Gillies, F. Maitland, and D. Gubbay be re-elected on the Committee.

Mr. BYRAMJEE seconded.

Carried.

Mr. FORBES moved the re-election of the auditors, Messrs. Fullerton Henderson and W. H. Potts.

Mr. HO FUK seconded.

Carried.

The CHAIRMAN—As usual dividend warrants will be issued to-morrow. I thank you for your attendance.

### OLIVERS FREEHOLD MINES, LIMITED.

The General Managers, Messrs. John D. Humphreys & Son, have received the following report from their mining managers by the s.s. *Chingtu* :—

Mount Macdonald  
20th September, 1897.

Eureka Mine—In the main shaft sinking is now being carried on by three shifts of men and considering that we have a solid reef 7 feet wide good progress is being made. Since last report good gold has been showing, more than justifying the statement that the prospects may be regarded as first class. The winze started at the bottom of 200 feet level is being continued, with reef 7ft. in width. This winze is yielding a large quantity of stone of good quality, which is being stocked in the drive ready to send to the surface as soon as crushing operations are resumed.

At the 150 ft. level driving south is being continued on the reef, which is from 3 to 4 feet wide and shows gold. We have two men working up where the rise from the 150 feet level connected with the air and mullock shaft. At this point we have a large quantity of stone showing fair gold. A plan of this portion of the mine will be sent on shortly, as it is at this point that the upper or surface reef tapers out and the reef on which we are working at the 150 ft. and 200 ft. levels commences.

Gold Lease 105.—The reef in the underlay shaft being sunk on this portion of the property is improving still, the last prospects being equal to 15 dwts. gold per ton with reef over 3ft. wide. Owing to the delay in shipping the new battery we have been obliged to shorten hands but we hope to be in full work again very shortly.

A return cricket match with the Navy was played at Yokohama on the 2nd October, resulting in a second defeat for the visitors. The Navy went first to the wickets but only succeeded in compiling 66, of which Gillett contributed 22. Edwards did a remarkable bowling performance, capturing five wickets for no runs. Yokohama made 101; Edwards 21, Walford 19, and Kingdon 18 not out being the highest scorers.

### THE NEW BALMORAL GOLD MINING CO., LIMITED.

The General Managers, Messrs. John D. Humphreys & Son, have received the following report from their mining managers by the steamer *Chingtu* :—

Mount Macdonald, 20th September.

Queen Mine—The contract for sinking the shaft has been completed 100 feet, making the shaft a total depth of 311 feet. The alteration to the poppet legs rendered it necessary to take them down, the work of altering being pushed on as rapidly as possible, and the re-erection will be completed in a few days. Then an additional sinking of 50 feet will be started.

Balmoral Mine—The tributors on G.L. 5 continue driving on new make of stone referred to in last report and with fair prospects. The two men working in the tunnel on G.L. 6 for the reef are making good progress.

### JELEBU MINING AND TRADING CO., LIMITED.

The following report and accounts, under date of 5th October, are issued to the shareholders of the Jelebu Mining and Trading Co., Limited :—

Your Directors beg to submit a statement of the Company's accounts for the period from February 2nd, 1897, to July 28th, 1897, being the first half of the 9th year of the Company's existence by the Chinese Calendar. The working of the mines at Jelebu resulted in a net profit of about \$3,000. Operations in Maliwun incurred a loss of about \$7,700. Therefore, \$4,700 is the real loss on trading for the past half-year. To this must be added \$7,000, being loss of treasure through theft in transit, as already reported in last half-year, bringing the total loss as shown to \$11,700.

Jelebu Alluvial.—The arrangement, mentioned in the previous report, to work the mines exclusively by paying cash on delivery of ore or advancing against visible ore and other security has been strictly adhered to. This portion of the Company's operations may now be considered as on a satisfactory basis. The business of this branch is extending and justifies the expectation of increased profits for the future.

Jelebu Rinlode.—The expenses in the half-year amounted to \$8,057. A break in the lode, a thing not unfrequent in lode mining, has occurred; but the Lode Manager daily expects to recover the lead. The sinking of the shaft recommended by Mr. Bibby is proceeded with, and is expected to be finished within the current half-year. When completed, a final decision, as regards working the lode, will be arrived at. Altogether, about \$30,000 have so far been spent on the Rinlode, though it only stands in the Company's books at \$8,057.

Maliwun.—During the half-year, Mr. Money handed over charge to Mr. Machado, the policy of the Directors, as laid down in the instructions to the new manager, is to absolutely avoid all business of risky nature and to exercise the greatest economy without impairing efficiency. The difficulty in obtaining sufficient water for mining purposes is still occupying the Directors' attention. It is hoped that, with the help of Government, measures may soon be taken to do away with this drawback. This would allow the Directors to consider the speedy working of the otherwise promising North Hill range. In the meantime, the Manager's efforts are being directed in addition to the ordinary mining to trade in ore and agricultural and forest products. The prospects of a profitable business in these look promising on the basis of small trial shipments made and samples received and valued.

General.—The general business of the Company is now on a safe basis. But a dividend paying period can only come in sight again in the near future after either the Rinlode or Maliwun Hills or both are being profitably worked.

Accounts.—After writing off the usual depreciation for plant, \$2,639 for Maliwun advances, \$7,000 for loss of treasure by theft, there remains at the debit of Profit and Loss the sum of \$11,735, which sum, together with \$26,787 from the previous year, your Directors propose to carry forward.

### BALANCE SHEET FOR THE HALF YEAR ENDED 28th JULY, 1897.

To capital .....	\$225,000
To dividends unpaid .....	773
To unpaid charges and creditors .....	6,977
	<u>\$232,751</u>

#### JELEBU.

By cost of houses and coolies' quarters and godowns, balance .....	\$2,277
Additions to property .....	1,640
	<u>\$3,917</u>
Less 25 per cent. written off .....	954
	<u>\$2,963</u>

By cost of houses and godown furniture, trade utensils, plant, water-ways, and roads .....	\$2,953
Additions .....	151
	<u>3,105</u>
Less 15 per cent. written off .....	465
	<u>2,639</u>

By cost bullocks and carts .....	\$500
By depreciation .....	50
	<u>450</u>

By cost of ore-bags, balance .....	\$280
Additions to stock .....	375
	<u>\$655</u>
Depreciation .....	350
	<u>305</u>

By cost of stores in stock .....	1,248
By advances against security .....	4,838
By value of ore in stock on 28th July * .....	15,096
By cash at Jelebu .....	3,422
By sundry debtors .....	897

#### RINLODE, JELEBU.

By expenditure in half-year .....	8,057
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#### MALIWUN.

By Maliwun concession .....	40,000
By cost of buildings, plant, furniture, boats, carts, &c. ....	\$8,410
Additions .....	696
	<u>\$9,106</u>

Less 15 per cent. written off .....	1,365
	<u>7,740</u>

By cost of stock of provisions, stores, opium, and medicines .....	4,059
By value of ore and tin in stock on 28th July * .....	4,957
By advances to miners .....	4,627
Less written off as doubtful .....	2,639
	<u>1,887</u>

By cash in hand .....	1,650
By sundry debtors .....	707

#### GENERAL.

By cash in hands of agents .....	23
By amounts on fixed deposit and balance of current account .....	93,052
By sundry debtors .....	329
By balance of profit and loss .....	38,523

\$232,751

\* All the Jelebu and Maliwun ore and tin has since been sold and delivered, and the valuation is based on the proceeds.

#### PROFIT AND LOSS ACCOUNT.

To balance from last account .....	26,787
To 25 per cent. written off from buildings and plant at Jelebu .....	954
To 15 per cent. written off from buildings and plant at Maliwun .....	1,365
To 15 per cent. written off from furniture and trade utensils .....	465
To depreciation ore-bags .....	350
To depreciation carts .....	50
To cost of prospecting at Maliwun .....	368
To general charges at Jelebu .....	3,286
To general charges at Maliwun .....	4,217

To general charges at Singapore, directors' fees .....	\$1,150
Auditors' fees, stationery, printing, etc. ....	481
Agents' commission .....	1,040
	<u>2,671</u>

To amount written off from Jelebu advances .....	74
To amount written off from Maliwun advances .....	2,639
To amount written off for theft of treasure .....	7,000
	<u>\$50,233</u>

By Royalty and profit on ore and tin .....	\$9,531
By profit on stores and general business .....	456
By Bank interest .....	1,721
By balance, being loss .....	38,523
	<u>\$50,233</u>

(Cents have been omitted.)

Owing presumably to an oversight, arrangements were not made at Nagasaki to exchange gold for silver on the 1st October and the result was that gold was at  $\frac{1}{2}$  per cent. premium. The Juhachi Bank *quá* Juhachi Bank had gold coin to exchange for silver at that rate, but the Juhachi Bank *quá* agent of the Central Government Treasury had no gold at its disposal.



## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## THE STUDY OF THE CHINESE LANGUAGE IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—I would be glad for space to offer a suggestion as to the teaching of the Chinese language in Hongkong. Many of the police, sanitary staff, and others have to take up this language, but beyond offering money rewards to those who pass an examination there is nothing done to aid students in acquiring this language.

2.—I beg to offer this suggestion. I think that one of the qualified English masters at the Victoria College should be named "Colonial Professor of Chinese," and in addition to the appointment he holds at the College, he should twice each year, say in November and March, give a brief course of say twelve lectures as to "How to study Chinese," and to give a general outline of the construction of the language.

3.—I am of course well aware that to learn Chinese one must have a personal teacher as at present, but I think many difficulties to beginners could be cleared away and much lost time saved if the colonial authorities placed some responsible person in the position I suggest, and that he would explain to those anxious to learn the language what they should do and what they should not do in acquiring this difficult language.

4.—Perhaps a small fee should be charged for all persons attending such a course of lectures, but the colony itself should pay the appointed professor such an honorarium as would compensate him for his trouble. Chinese teachers also might attend such a class and learn how to instruct their pupils.

5.—That distinguished sinologue Dr. Eitel was good enough to give a series of lectures on Chinese to the sanitary staff and I understand they benefited much from such able teaching; and perhaps others could be found to do as a duty what he did out of kindness to these sanitary officials.

Great loss of time now results to students from not knowing how to begin to study Chinese.

I ask the colonial authorities to give some help in this matter. A dozen lectures of one hour each would put people on the right track as to how to work. An afternoon hour would suit.—Yours,

LOCAL STUDY.

Hongkong, 18th October, 1897.

## SHANGHAI GENERAL CHAMBER OF COMMERCE.

Minutes of a Committee meeting held at the offices of the Chamber on Monday, 4th October, 1897, at 4 p.m.

Present:—Messrs. E. F. Alford (in the chair), J. C. Bois, Wade Gardner, F. W. Koch, A. Korff, W. D. Little, J. H. McMichael, E. Shellim, A. Werth, and the Secretary.

The minutes of last meeting were read and confirmed.

Revision of Yangtze Regulations.—A letter from the Senior Consul asking for further information on certain points in the report drawn up by the Sub-Committee in February last was laid before the meeting, together with the reply that had been furnished the Chamber at a special meeting of the Sub-Committee under date of the 30th of September. It was decided to forward a copy of this reply to the Senior Consul.

Typhoon Signals at Woosung.—The attention of the Committee was called to the fact that it would be a great convenience to masters of vessels anchored at Woosung if the typhoon signals displayed at Shanghai were also exhibited at the Harbour Master's station at Woosung, and it was decided to address the Commissioner of Customs and ask if this could be done.

Extension of the Settlements.—A letter from the Municipal Council, enclosing copy of their letter forwarded to the Senior Consul, was read, in which the support of the Chamber in advocating the granting of the desired extension was requested. It was resolved to delay reply-

ing to this letter until the plan of the proposed extension was furnished by the Council as promised.

Minutes of a Committee meeting held at the offices of the Chamber on Monday, the 9th of October, 1897, at 4 p.m.

Present:—Messrs. E. F. Alford (in the chair), C. J. Dudgeon, J. C. Bois, Wade Gardner, F. W. Koch, A. Korff, W. D. Little, J. H. McMichael, E. Shellim, A. Werth, and the Secretary.

The minutes of last meeting were read and confirmed.

Extension of the Settlements.—The Chairman said that as the plan of the proposed extension of the Settlements had now been furnished by the Municipal Council, a special meeting of the Committee was called to consider same and to decide on a letter to be addressed to the Doyen of the Corps Diplomatique through the Senior Consul. After some discussion it was decided to at once address the Doyen, strongly advocating the proposed extension.

## THE FIRE ON THE "MONGKUT."

Bangkok, 9th October.

The *Mongkut* arrived on Thursday with 600 coolies on board, and the remains of a fire in the stern hold. Exactly how the fire came to break out is not known, as the first intimation of it was received on Sunday morning, when flames were noticed coming out of the ventilator of the hold. The days that followed were full of anxiety for Captain MacLellan, who had been placed in charge of the steamer for the first time this voyage. He immediately had every stitch of canvas on board cleared away, and did his utmost to confine the fire to the hold. Fortunately the coolies were too frightened to give any trouble, and got right away forward as far as possible from the fire, so giving the officers and crew a free hand. At first there was no knowing how serious the result might be, and accordingly the Captain had the steamer run in to shore at the nearest point, and kept her at anchor until the fire was sufficiently under control to make it safe to come on to Bangkok. Mrs. MacLellan was on board also, and had a busy time attending to several Chinese babies whose mothers had quite abandoned them in their fright. On Thursday morning the Bar was reached, but there was not enough water to allow of crossing, as the quantity that had been poured into the hold had naturally increased the draft of the vessel. The mate was therefore sent up in a boat for instructions as to the coolies, and the bringing up of a ship with a smouldering fire still in her hold. Eventually, after several narrow escapes of grounding, she was scraped across, and brought up, the Government allowing the examination of the coolies to take place in the river under the circumstances.

We hear that the agents here complimented Captain MacLellan very cordially on the way in which he had fought the fire, and saved the steamer for the owners. It would have been quite impossible to have launched a boat with so many Chinese on board mad with fright, and had the fire not been managed as it was there would have been nothing for it but to have run the ship ashore, and so saved the lives of the crew and passengers at least. By putting off this course to the very last moment he saved the vessel for the fleet, and was able to bring her up with such of her cargo as had been placed in the forward hold. He was ably supported by his officers also, and it should not be omitted, for the credit of the Chinese crew, that they stood by the Captain to a man.—*Siam Observer*.

A long official correspondence is published in the *Gazette* with reference to the so-called "Spanish Swindle," the Consul at Barcelona having suggested that the various Colonial Governments should be warned of the nature of these swindling operations. The *modus operandi* of the swindlers is to write to their intended victim stating that money which has been left by a deceased relation, or has been secreted by a prisoner, may be recovered, but that a sum is required for preliminary expenses. Presumably many dupes send the sum asked for, or the swindle would not be continued so persistently.

## THE BENNETZ CASE.

Sir Nicholas Hannen on the 5th September sent the following protest to T'sai Taotai:—  
PROTEST.

BENNETZ AND CO. v. THE KIANGNAN PAY AND DEFENCE DEPARTMENT.

I regret that I have to protest not only against the decision of the court but also against the method of the enquiry.

At an early stage of the case, at the instigation of the defendant's counsel, the court ordered that no private discussion should take place between the judge and myself. This decision was arrived at without discussion and without hearing the plaintiff's counsel upon the point. It would have been unseemly on my part to argue the question then when the decision of the question had already been announced by the judge.

Such a decision is against all precedent, either in China or anywhere else. Cases where a Chinese judge holds a court at which a foreign Consular official assists, are of daily occurrence. In such cases the Chinese magistrate and the foreign assessor invariably consult together in private. Upon appeal from the Mixed Court the Taotai has more than once sat with a Consular official of suitable rank. On these occasions the Taotai and the Consular official have consulted in private. In all the treaty ports the same thing has occurred. Courts consisting of a judge and assessors are common. In all cases coming before them the judge and assessor consult in private. The decision of this Court that no consultation should take place, was therefore contrary to all precedent and contrary to the spirit of the letter of the Taotai by which I was invited by direction of the Viceroy of Nanking, to investigate the case jointly with Mr. Tsai and endeavour to arrive at a just and amicable arrangement. I therefore protest against it.

It is necessary that I should do so lest it should be drawn into a precedent, although this should be impossible as the Court was a special and exceptional one.

I feel also bound to protest against the length to which the proceedings were allowed to be drawn out. This was owing to the method in which the enquiry was conducted; it was neither Chinese nor foreign, but, it seemed to me, controlled entirely by the defendants' counsel whose suggestions on important or unimportant points were adopted in every instance, sometimes without hearing the plaintiffs' counsel's objections. Had it been conducted according to the method followed in English and other foreign Courts, a mass of evidence which was admitted would have been excluded. There were many ways in which the enquiry might have been shortened. Had I been at liberty to consult in private with the judge upon points upon which we were agreed, an accumulation of evidence would have been unnecessary. Decisions upon main questions might have been arrived at, which would have rendered the production of much of the evidence useless.

I feel bound also to protest against the useless expense to which the plaintiffs were put by insisting on a full translation of all their vouchers being made. This was done upon the declaration of the defendants' counsel that he intended to cross-examine upon the detailed items. This he never did. It is true he argued upon them, but this argument could just as well have been founded upon their nature as as upon their detailed items. For instance, many bills were for things necessary to the ships as passenger steamers. Whether they were properly chargeable to the defendants is a question. The defendants' counsel said they were not, and it was waste of time to go into the numbers of cups and saucers charged for if none were to be paid for by the defendants. Moreover, the defendants did not say that too many had been bought or that any had been charged for which had not been supplied. These translations were not necessary, and, having been made at the instance of the defendants should be paid for by them in any event.

Another point relating to the matter of the enquiry to which I feel bound to enter my protest is that the plaintiffs were compelled to sum up their case before defendants had summed



up theirs. This was neither according to foreign methods, nor was it in accordance with Chinese practice, which does not recognise summing up at all on either side. This course of procedure was defended by the defendants' counsel on the ground that it was unfair that the plaintiffs should have both the first and last word. It has been left for the defendants' counsel in this case to discover an unfairness in the procedure of every civilised country in the world, and as it is the universal practice, I think it may be concluded with some certainty that it is not unfair. But whether it is fair or unfair, it is the only reasonable course from the nature of the case. The defendants' counsel in his opening left many of the points of his case to be argued in his summing-up; no one complains of this. It is inevitable; but the plaintiffs' answering, and this by the procedure adopted by the Court, he never will have. But as this was an exceptional Court, its procedure in this particular again cannot be adduced as a precedent.

There is another point, somewhat personal, to which I feel bound to allude. During the course of the case, the defendants' counsel made remarks and addressed me in a manner which everybody acquainted with the ordinary rules of courtesy in courts must have felt to be unseemly; and this was done without one word of remonstrance from the presiding judge. Had such remarks been made to a Chinese magistrate sitting on the bench with me I should have insisted on an apology and should have known how to enforce it.

I desire to add that so far as Mr. Ts'ai himself is concerned I have experienced the greatest courtesy and consideration. I make every allowance for the position in which he was placed, in conducting an important case in a novel and unfamiliar manner, and I quite see that his position was a very difficult one.

It was an unfortunate decision which was arrived at that no discussions in private should take place between Mr. Ts'ai and myself; but for it, much which I have been obliged to say would have been unnecessary and the divergence of our views upon the case itself might well have been less pronounced. Had we consulted in private as the case went on he would have been able to give me information of the light in which he looked at the Chinese evidence which, coming from him, might have induced me to consider it in a different manner; on the other hand, I might have given him information from my experience of foreign witnesses, which might have been of use to him in judging of their credibility. As it is our minds have probably travelled along perfectly distinct planes of thought; and it is not to be wondered at that a "joint" enquiry, carried out in such a manner has resulted in a decision which I am unable to say is a just one and, I fear, cannot be called an amicable arrangement.

I now come to the judgment arrived at by Mr. Ts'ai, a copy of which was handed to the Acting Consul-General for Great Britain on the 11th September. As I do not imagine that it is possible, by any arguments which I may use, to convince Mr. Ts'ai that he is wrong—and the judgment having been delivered, it would be useless even if I did so—I do not propose to enter into any lengthened statement of the reasons for my protest. It will be sufficient for me to say that so much of the judgment as relates to the detention of the vessels is contrary to the Treaty. When the defendants stopped the steamers, either they had a complaint against the plaintiffs, or they had not. If they had no complaint against the plaintiffs they had no justification or excuse for stopping the steamers. If they had a complaint against the plaintiffs, the Treaty says that they should proceed to the Consul, and it is now settled that, if the Consul cannot arrange the dispute, it must be decided by the Supreme Court. The defendants did not proceed to the Consul, but took the law into their own hands and thus acted illegally. Much of the remainder of the judgment is unsupported by evidence; it appears to be founded upon the statement of counsel rather than upon the evidence laid before the Court. I think it is my duty, however, to refer to one portion of the case more fully.

As allegation was made in the answer of the defendants that the plaintiffs had wilfully caused the breakdown of the *Woning*. This

allegation was at the trial unsupported by any evidence worthy of the name. It is true that one witness insinuated that Mr. Herzberg, the chief engineer, had caused the breakdown, but upon the question being plainly put to him, he had not the courage to maintain this charge nor the honesty to withdraw it. I think it my duty to say that, to anyone accustomed to hear and observe witnesses, this man's evidence was unworthy of credence, and on the other hand, Mr. Herzberg was plainly the witness of truth. I do not for one moment believe the insinuation against Mr. Herzberg, and I think that he gave his evidence throughout in a most honest and straightforward manner. The allegation against Messrs. Bennert & Co. ought never to have been made, and the Court ought to have said so in its judgment.

I think I ought also to say that, in my opinion, the evidence did not show any fraud on the part of the plaintiffs. Their claims rested upon a construction of the charter-parties, which the Court has held to be wrong, but even if it is, neither the construction nor the claims founded upon it can properly be said to be fraudulent.

I do not know whether Mr. Ts'ai's statement at the end, that the four steamers should be speedily handed back to the defendants is intended for an order, but if it is, I must be allowed to point out that he had no jurisdiction to make it.

Finally I would point out that Mr. Ts'ai announced at the conclusion of the hearing that his judgment would be delivered in open court after due notice. This was not done, and upon all the foregoing grounds and others, I hereby formally protest against the judgment of Mr. Ts'ai dated the 11th day of September, 1897.

(Signed) NICHOLAS HANNEN,  
H.B.M.'s Consul-General.

(Forwarded to Ts'ai Taotai on the 5th October, 1897.)

### GREAT EARTHQUAKE IN THE PHILIPPINES.

Manila papers contain reports of a great seismic disturbance which occurred on the 21st September along the west coast of Mindanao and in the Sulu Sea, which is considered to have equalled in violence the great earthquakes experienced at Manila in 1863 and 1880. A letter from Zamboanga to the *Comercio* states that at 3.20 a.m. on the 21st an oscillation of marked intensity was experienced lasting a minute and a half. The inhabitants at once rushed out of their houses and congregated in the streets. Smaller shocks were experienced at intervals until 1.30 p.m., when one of extreme violence took place which brought most of the houses down, the various public buildings being amongst those destroyed. At the same time a tidal wave occurred, after which the water for some time rose and fell in rapid succession. From some of the villages along the coast a large loss of life is reported and there was considerable destruction of property at all of them. Private letters published in the *Comercio* give graphic descriptions of the harrowing experiences through which the writers passed.

### CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

The late Commandant of Kinchow, named Mo Mam-tsoi, is now awaiting trial in Canton, under the following circumstances. Some time ago some telegraph posts were lost in Kinchow and runners of the telegraph office were sent to make enquiries into the case. The runners arrested in a village a hawker selling jelly and dragged him to the yamen of the Sub-Prefect, prosecuting him for stealing the posts. The Sub-Prefect, seeing that the hawker was innocent, discharged him. The runners then told the jelly hawker that they had spent as much as twelve taels in executing their errand and asked him to repay them that sum, but the hawker refused to pay anything. The runners then devised another plan to recover their expenses and went to tell the Commandant that they had discovered the lost posts in the jelly-hawker's village. The Commandant then sent a number of soldiers to surround the village, and when they arrived there they robbed all the houses. The villagers

reported the case to the Sub-Prefect, who at once proceeded to Canton to bring an action against the Commandant, who has been dismissed from office.

The charitable institutions have received letters from Hoihow asking them to raise subscriptions to aid the sufferers from the late flood and typhoon. A few days ago the Kwong-yun Hospital sent one thousand dollars to the district.

On the 26th ultimo four robbers were caught in the district of Ho-un, in Wai-chow prefecture, where a procession was taking place. The robbers were caught in a very curious way, as they had all hidden themselves in the oil-barrels belonging to an oil shop. They were sent to the local Magistrate, who sentenced them to death by strangulation. The friends and relatives of the robbers, thinking that it was not right to sentence them to death for such light crimes as those committed by them, gathered a large number of people to set fire to the oil shop, which, together with a number of neighbouring shops, was burnt to the ground.

A large number of soldiers were sent by the gunboat *Kwang-Lee* to Shihing to be disbanded a few days ago, by the order of the Viceroy, who received instructions from the Peking Government.

As rice, oil, and firewood are so dear, the weavers sent applications to the Nam-hoi Magistrate asking him to abolish the likin taxes on the said articles. The Magistrate replied that he will consult with the Viceroy and the Governor. The prices of the articles in question are double those charged before the time of the China-Japan war.

On the 5th instant two men delivered a letter to an oil shop in Fa-un district demanding five hundred dollars and threatening that if the demand was not complied with the shop would be burnt. The letter was signed by the chief robber, named Tong. When they had delivered the letter the two men went to another shop to snatch some money from the counter. The shop people at once gave chase and shot one of them dead. The people in that place are now very frightened that the robbers will come to plunder them. All business is at a standstill and all the shops are closed. The junks have also stopped running between Canton and Fa-un.

The gunboat *Fou Wo* arrived at Canton from Wuhu with a cargo of fifty thousand bags of rice a few days ago. The rice was to be delivered to the rice-merchants for sale at low prices.

### HONGKONG.

The encampment of the Hongkong Volunteer Corps concluded last Monday after a most instructive week. The men worked hard, splendid discipline was maintained, and the health of all was always good. The English mail steamer *Kaiser-i-Hind* was caught in a most severe storm on her way up from Singapore and she presented an extraordinary appearance as she steamed into the harbour last Sunday morning. All her boats were carried away and most of the deck fittings were blown or swept overboard. The official inquiry into the loss of the British steamer *Namoa* was held on Tuesday and yesterday. The Captain's certificate was not dealt with. The shareholders in the Union Insurance Society, Limited, met on the 13th inst. and the shareholders in the Canton Insurance Society, Limited, met last Monday.

There were 2,252 visitors to the City Hall Museum last week, of whom 191 were Europeans.

Competitive designs for the Victoria Hospital for Women and Children and the Victoria Nursing Institute are invited by the Jubilee Committee.

A coolie employed at the Taikoo Sugar Refinery was killed on 12th October through his queue catching in a spindle, by which he was drawn into the machinery.

H.M.S. *Centurion*, Commander Login, arrived at Nagasaki on the 13th October from Port Hamilton. She was to remain a fortnight in port, and then proceed to Hongkong.

A correspondent sends us the following joke-let:—We have been informed on good authority that there will be the usual daily meeting of brokers, etc., at the bar at 11 a.m. The question before the meeting is a proposal to apply to the authorities for permission to use the name "Royal Cocktail Club."



It is notified in the *Gazette* that Mr. H. F. Carmichael has been authorised to be a surveyor of boilers of unlicensed steamships under 60 tons burden during the absence from the colony of Mr. W. Ramsey.

It is notified in the *Gazette* that under instructions from the Secretary of State H. E. the Governor has appointed Dr. J. C. Thomson to be Assistant Surgeon in the Medical Department, with effect from 1st August last.

On 12th October, on the application of the Attorney-General (Hon. W. M. Goodman), the Chief Justice admitted Mr. Henry Hursthouse as an attorney and proctor to practise in the Supreme Court of Hongkong.

The sentence of death passed at Singapore on a coolie named Leong Wah for the murder of his recruiter by throwing him overboard from the *On Sang* on the voyage down to Singapore has been commuted to penal servitude for life.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the hospitals:—

H. E. Sir William Robinson, G.C.M.G., \$25  
Bradley & Co. .... 25  
Owen Ordish .... 10

The flag at the German Club was flying at half mast on 14th October on account of the death of Mr. F. Hempel, of Messrs. Jasen and Co., of Amoy, which occurred at the Government Civil Hospital on the morning of that date. The deceased was buried at the Happy Valley the same afternoon.

We learn that the defence of the south side of the colony has formed the subject of much correspondence between the Hongkong military authorities and the War Office during the last two or three years. Plans for the erection of forts were submitted a long time ago, and we understand they have now been approved. The necessary works will be undertaken with as little delay as possible, and it may be taken for granted that in a few months the safety of the south side will not give any cause for anxiety. It is said that the forts will be armed with Howitzers and mountain guns.

A telegram received by the Singapore Secretary of the Raub Australian Gold Mining Co., Limited, from Raub, dated 11th October, states:—"Rough cleaning-up of battery yielded 2,450 ounces of amalgam, the estimated quantity of stone crushed being 1,450 tons." The proportion of gold in the amalgam, says the *Straits Times*, may be taken at 35 per cent., so 2,450 ounces amalgam would give about 860 ounces of gold, say 12 dwts. to the ton. On the 6th September a general clean-up took place for the previous nine weeks' work, when 2,334 tons yielded 1,517 ozs. 5 dwts. 0 grs. of smelted gold, being an average of about 13 dwts. per ton.

The Postmaster-General (Hon. A. M. Thomson) prosecuted a Chinese postman and a shop coolie at the Police Court on 12th Oct. for contravening Ordinance 1 of 1887. The postman was seen to carry letters to the steamer *Honam* just before she left for Canton on the 8th inst. The letters were ordinary mail matter and they contained money, but they had not been through the Post Office in the ordinary course. It was proved that the other prisoner collected the letters from Chinese hongts in the colony. The Magistrate ordered each defendant to pay a fine of \$50. Another postman was charged with taking or sending letters to Canton by means other than through the Post Office, but this case was adjourned until Saturday.

We have received the P. & O. time table showing the proposed movements of mail steamers for the year 1898. On the homeward route the accelerated service commences with the mail leaving on Saturday, 19th February, after which Saturday will be the regular day of departure. The day of departure from Shanghai is Tuesday, at 6.00 a.m. The time allowed for the mails to reach London from Hongkong is twenty-nine days. On the outward route the accelerated service begins with the mail leaving London on 4th Feb., which is due at Hongkong on Sunday, 6th March; from the 2nd April to 1st October the day of arrival is Saturday, and thereafter it changes to Sunday again. No doubt, however, the voyages will continue to be made, as heretofore, in several days less than the schedule time.

The Taikoo Club announces a bicycle tournament to be held on the Taikoo Grounds on Saturday, 6th November. The programme includes four events, namely, one, three, and five mile handicaps and a veterans' one mile race. It is also intimated that a ladies' race can be arranged on the ground if sufficient inducement offers.

Another light was on 12th October thrown on the case in which a man was charged last week with sending a threatening letter to the Captain Superintendent of Police and also with being in possession of a forged bank note. It seems that the man was not able to write and it was thought he engaged his son to write the threatening letter to Mr. May. On the day of the trial the son, whose name is A Ping, was seen at the back of the Court and he was detained for enquires to be made. While under detention Sergeant Scott asked him if he would like to write a letter to his father. The boy replied that he would and he thereupon wrote a letter. The characters in this letter were compared with those in the threatening letter and an expert from the Registrar General's department declared them to be written by one person. The boy was at once charged with sending the threatening letter to Mr. May. After some evidence had been given the prisoner was remanded. On 14th October the boy was again brought before the magistrate, who committed him for trial.

There was some keen bidding at a land sale conducted by Messrs. Hughes and Hough on 13th October. The properties sold are known as Inland Lots Nos. 543 and 542, and upon them are the tenements known as Nos. 355 and 357, Queen's Road Central (abutting on the Western Market). The annual Crown rent of Inland Lot 543 is £1 13s. 9d. (\$8.10) and of Inland Lot 542, £1 12s. 7d. (\$7.82). The properties are held under leases direct from the Crown for the respective terms of 999 years each from the 16th November, 1857, under the usual terms and conditions contained in the Crown leases of this colony. The whole of the premises are let in one letting to a monthly tenant at \$120 per month (the landlord paying the outgoings), but as the houses contain only two stories and a basement the rent might be (the advertisement said) considerably increased if the houses be rebuilt to the height of the adjoining premises. The upset price was \$20,000 and the bidding was very brisk until \$23,100 was reached, and it was for this sum that the property was sold to Cheong Yau To.

On 18th October the new Japanese first class battleship *Fuji*, a sister ship to the *Yushima*, arrived in Hongkong harbour on her way to Japan. She is the largest vessel that has yet been in these waters and as she steamed into the harbour she was the object of much admiration. The vessel, built by the Thames Ironworks Company, was successfully launched at Blackwall on March 31st, 1896, and named the *Fuji*—or *The Peerless*—the original intention being to name her the *Fuji Yama*, after Japan's celebrated mountain. The official trials in March this year proved entirely satisfactory, the first day's trial for six hours steaming over a 10 knot course off the mouth of the Thames with open stokeholds, giving a mean speed of 16.937 knots, with 10,200 indicated horsepower. The second day's trial for full speed gave a mean speed of 18.655 knots, with 14,100 indicated horsepower, the vessel being loaded to her deep load draught. The principal dimensions of this fine ship, which is an improvement upon the Admiral class of the British Navy, she having an additional deck forward and aft of the citadel, giving 8ft. more freeboard and providing excellent quarters for officers and crew well above water, are as follows: Length between perpendiculars, 374 ft.; length over all, 406 ft. 6 in.; moulded breadth, 73 ft.; depth to top of keel plate, 44 ft. 9 in.; mean water draught, 26 ft. 3 in.; and displacement, 12,450 tons. She was designed by Mr. G. C. Mackrow, Naval Architect to the Thames Ironworks Company—who has had a very lengthened experience in such work—and her keel plate laid on September 1st, 1894. The time for her completion was originally to have been five years from the date of signing the contract, but the war with China having broken out, this was subsequently shortened to thirty-three months.

Messrs. Blackhead & Co. received information on 13th October that their lorch *Johann Carl* had gone badly ashore near Wong Cha, close to Shui Hing, on the West River. The vessel was chartered by Chinese and the cargo was general.

The finding of the Court Martial on Sapper McClintock, R.E., not having been confirmed by the Officer Commanding, the accused has been acquitted and has resumed duty. The charge against him was that of being incapacitated for duty by alcoholism.

District Inspector Howe, of Newport, Co. Mayo, who was reported to have been appointed Deputy Adjutant-General of the Hongkong Police Force, arrived here by the *Kaisar-i-Hind*. He took up his duties on 18th October as Acting Deputy Superintendent of Police.

#### MISCELLANEOUS.

The Shanghai Gas Co. have decided to raise the price of their commodity on 1st November. House lighting gas will be charged \$2 per 1,000 feet instead of \$1.85, while gas for heating and machine driving purposes will be raised from \$1.65 to \$1.80.

The German steamer *Albingia* (1,800 tons register) owned by Messrs. Becker & Co., of Kobe, has, we learn from the *Hyogo News* been sold to the Nippon Shosen Kaisha, Tokyo. She has been re-named the *Toto-maru* and will be employed in the coasting trade.

News has been received at Kobe by telegraph, we learn from the *Hyogo News*, of the death in London of Mr. R. N. St. John on the 9th inst. It is only a short time since he passed through Kobe as an invalid on his way home, animated by hopes of a speedy and complete recovery. All of his numerous friends in Yokohama and Kobe shared in that hope, and that he might return to Japan to resume his many interests and his many happy connections. Although only 46 years of age Mr. St. John is an old resident of the Far East. He was formerly on the staff of the Hongkong and Shanghai Bank, but has been busy for some years as a broker on his own account in Yokohama. He took a keen interest in Freemasonry and enjoyed high rank in the Brotherhood. All sympathise with Mrs. and Miss St. John in their bereavement.

The *China Gazette* of the 7th September says:—"During the British Supreme Court proceeding in Chambers to-day, in the case of the Emperor of China v. Bennertz & Co., Mr. W. V. Drummond announced that Tseng Taotai, Chief Director of the Kiangnan Pay and Defence Department, died suddenly at Nanking last night. The Chinese are not slow to attribute his demise to his troubles in the notorious Bennertz suit, surmising that the Viceroy had called upon Tseng to make good all the losses incurred in this matter and that Tseng consequently decided life was not worth living and acted accordingly *à la Chinoise*." In a subsequent issue our contemporary says:—"De mortuis nil nisi bonum; but we cannot help thinking that poor Tseng must have been sorely afflicted mentally and not physically, which caused him to shuffle off this mortal coil. He was a fine looking man, a Hunanese, of some 40 years, a near relative of the late Marquis Tseng, and undoubtedly had a high career before him."

The Taiyuan gold robbery to this day remains a mystery, the only possible solution being the filing of a duplicate key on board the steamer; but a vacuum which occurred at the Tingwo Bank, in the French Concession at Shanghai, on Saturday last, is accounted for in a very singular not to say cock-and-bull sort of way. An employee of the bank stated that just as he was getting into bed he noticed a single human hand, very much larger than life, rise from the floor from out of clouds of blue smoke. It remained so for a few minutes and then disappeared. Next morning the man informed his superior of this uncanny occurrence, and, fearing mischief was portended, the pair examined the safes containing the treasure of the bank. Surely enough \$300 was missing from one of them, and although a rigorous search was instituted the safe bore no marks of having been tampered with. The detectives were acquainted with the case and they are now looking for the owner of the mysterious hand.—*Mercury*.



It is reported from Soochow, says the *N. C. Daily News*, that the Cotton Spinning Mill there is so hard pressed by orders from various parts of the province that the mill authorities have had to engage 200 extra female hands, and to work day and night in order to supply the demands made upon them.

The Right Rev. Dr. Carvalho, the new Portuguese Bishop of Macao, is expected next month from Lisbon, via Marseilles, by the French mail. He is pretty well advanced in years, and as he has never been in the Far East before, it is probable he will break his passage at Singapore, says the *Free Press*, to inspect the Portuguese missions there and at Malacca, which are directly under his administration.

In the account of the Woosung-Shanghai Railway which appeared in these columns some two months ago, mention was made of the fact that the roadway of the old line is followed rather closely until a point is reached about a mile from the Settlement, where the line will take a sweep to the eastward, so as to secure a straight run in to the Shanghai station. This part of the line was accurately surveyed some time ago by the foreign engineers, and the course was pegged out by stakes of wood being driven several feet into the ground. A few days ago work was commenced on this section, when it was discovered that every one of the wooden stakes marking the course had been abstracted, so that the troublesome work of surveying and measuring had to be repeated. It is generally understood that the Chinese labouring classes have a wholesome dread of their officials and do not dare to meddle with government undertakings, but apparently there is no such dread in this district. The actual value of the stolen property is trifling, but the extra work that this petty theft has involved is very considerable. The *tipaos* of the district ought to have an unhappy time before them.—*N. C. Daily News*.

The Ningpo correspondent of the *N. C. Daily News* gives the following items of personal intelligence:—During the past few days many changes have been taking place in the personnel of the port. On Tuesday last, Mr. and Mrs. Greaves left for Canton, where Mr. Greaves will have charge of the agency of Messrs. Butterfield and Swire. Mr. Nesbitt, an old resident of Ningpo has returned from furlough, and will take the place of Mr. Greaves for a time, ultimately going to Newchwang to look after the interests of Messrs. Butterfield & Swire in that port. Our Commissioner, Mr. Unwin, has been transferred to Chinkiang. Mr. P. G. von Möllendorff having been appointed Commissioner at Ningpo. Another member of the Customs staff, Mr. E. Wagner, has come to reinforce the indoor-staff, Mr. Watson having obtained his long desired leave. We are to have another merchant in the person of Mr. J. S. Hudson, whose father twenty or thirty years ago was one of the leading foreign merchants in Ningpo. Mr. J. S. Hudson, having lived in Ningpo until he was 14 years old, has a knowledge of the Ningpo dialect, and what is perhaps more valuable, a knowledge of the Chinese character—not written, but personal. He has been heartily welcomed by many leading Chinese gentlemen, and his prospects of working up a good business are decidedly good.

#### COMMERCIAL.

##### TEA.

SHANGHAI, 15th October.—From Messrs. Welch, Lewis & Co.'s Circular.—Our last "printed" Tea market advices were dated 1st instant. Black Teas.—The settlements reported are rather larger than for the previous interval, but there is very little change in the aspect of the market.

Settlements reported are:—

Ningchow...	2,228	1-chests, at Tls. 14 to 21 a picul.
Hohow .....	969	" " 15 to 17 "
Wenchow ...	396	" " 16 to "
Oonam .....	3,233	" " 13 to 16 1/2 "

6,826 1/2-chests.

Stock, 3,917 1/2-chests.

Green Teas.—Pingsueys.—The small business passing shows no change worth reporting. From the time devoted to picking and choosing here a line and there a line out of shops there is an evident desire to buy, but business is restricted by fear of the U. S. Customs' Inspectors. Tea-men are not forcing their doubtful Teas, and will not part with their good Teas except at very full rates.

Country Teas.—Towards the end of last week it looked probable that we might have some easing off in prices of fine and finest Teas, but at the close the market has become stronger again, and there is very little change to note on last mail's quotations. Supplies from the Moyune districts promise to be short of last season's yield, but the extra supplies from the Tienkai and Fychow districts will more than make up for any deficiency from Moyune. Hyson.—The market has been bare of choicest qualities. A moderate business has been done in finest and choice qualities from Tls. 33 to Tls. 43 a picul. There are large stocks of medium to fine qualities in Tea-men's hands. The demand has been almost entirely for shipment to Batoum. P.S.—Telegram from New York just received: "Tea weak with very little business doing."

Settlements reported are:—

Pingsuey .....	5,756	1-chests, at Tls. 23 to 33	For same mail last year.
Moyune .....	9,840	" " 25 to 50 1/2	Tls. 14 to 27
Tienkai .....	10,555	" " 26 1/2 to 45	" " 18 to 38
Fychow .....	3,287	" " 19 1/2 to 30	" " 18 to 42
Local packed...	923	" " 24 to 27	" " 15 1/2 to 19 1/2

30,361 1/2-chests.

#### EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

	1897-98	1896-97
	lbs.	lbs.
Canton and Macao .....	3,855,428	4,176,007
Shanghai and Hankow ...	11,011,147	15,551,509
Foochow .....	10,664,212	11,517,247
Amoy .....	518,38	46,996
	25,048,855	31,711,759

#### EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1897-98	1896-97
	lbs.	lbs.
Shanghai .....	12,692,083	10,592,786
Amoy .....	934,477	9,578,410
Foochow .....	5,897,972	5,426,028
	27,014,532	25,597,224

#### EXPORT OF TEA FROM CHINA TO ODESSA.

	1897-98	1896-97
	lbs.	lbs.
Shanghai and Hankow...	19,375,665	22,925,118

#### EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1897-98	1896-97
	lbs.	lbs.
Yokohama .....	21,020,503	20,220,219
Kobe .....	9,682,782	6,707,867
	31,603,285	26,928,086

##### SILK.

CANTON, 6th October.—Re-reels.—A small business has been done at \$550 for No. 1 Grant-reel. Tsatlees.—50 bales No. 1 have been settled at \$510. Filatures.—Have continued in fair general enquiry, especially during the first part of the fortnight. Owing to the eagerness to buy shown by one firm prices have advanced \$15-25 per picul. The movement has been checked latterly by the steadily advancing Exchange. From prices paid we quote: \$805/795 for Min King Lun 11/13 and 13/15, \$770 for Kwong Sun On 11/13, \$760/750 for Seng King Lun 9/11 and Cheong Kee 9/11, \$730 for Yu King Lun and Kwong Pui Kee 13/15, \$700 for Yee Wo Loong 16/20, \$675 for Hip Sing Hang 13/15, \$650 for King Wo Cheong 18/22, \$645/610 for Victoria 16/20 and 18/22. Short-reels.—From prices paid we quote: \$760 for Yu King Lun 11/16, \$750 for Kwong Wo Hing 14/16, \$740 for Chun Sun Hang 14/16, \$715 for Hip Sam Choy 14/16, \$700 for Coun Ting 14/16. Waste.—A fair quantity of Steam Waste Market Extra was settled early in the fortnight and market is firm.

SHANGHAI, 15th October.—(From Messrs. A. R. Burkill & Sons' Circular).—The London Silk market to 12th October is reported quiet with Gold-Killings at 9/6 and Blue Elephants 9/10 1/2. Raw Silk.—20 bales Bird Chunling is the only transaction reported. Skeins.—A sale of 50 bales is reported. Yellow Silk.—100 bales have changed hands at quotations below. Arrivals, as per Customs Returns, 7th October to 13th October are as follows: 872 bales White, 654 piculs Yellow, 101 piculs Wild. Re-Reels and Filatures.—Last week we omitted to report the sale of 180 bales Steam Filatures, first and second choice at Tls. 780/800. This week a small business has been done in Hand Filatures. The Export of Steam Filatures to date is as follows:—London 16 bales, Continent 1,833 bales, America 2,195

bales and Japan 4 bales. Waste Silk.—The market is quiet. 100 piculs Cocoon Flosses No. 1 have been settled at Tls. 15 1/2.

Prices calculated by Maerten's Tables at 11 per cent; Exchange 2/7 1/2; Freight Tls. 7.80 per bale:—

	Tls.	Stg.
	per picul.	per lb.
Tsatlees.—Bird Chunling .....	480	10/10 1/2
Skeing.—Red Killing .....	330	7/7
Yellow Silk.—Mienchew .....	345	7/11
" Foojung .....	352 1/2	8/0 1/2
" Kopun .....	340	7/9 1/2
" Wongchow .....	297 1/2	6/10
" Szechong .....	237 1/2	5/6 1/2
Hand Filatures.—Mars Chop Croisee .....	555	12 1/2
Wild Silk.—Szechuen Tussah Raw .....	200	4/9 1/2

#### EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1897-98	1896-97
	bales.	bales.
Shanghai .....	27,526	16,821
Canton .....	11,652	12,152
Yokohama .....	6,518	3,172
	45,696	32,145

#### EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1897-98	1896-97
	bales.	bales.
Shanghai .....	4,479	498
Canton .....	5,828	716
Yokohama .....	9,672	2,205
	19,979	3,410

##### MARKET.

HONGKONG, 20th October.—A further small decline in prices is reported. Quotations for Formosa are nominally \$18.25 to \$18.50. Sales, 150 piculs.

##### SILK.

HONGKONG, 20th October.—The firmness last reported has not been maintained, and prices are slightly lower. Quotations are:—  
Shackloong, No. 1, White...\$7.30 to 7.33 per picul.  
do. " 2, White... 6.88 to 6.90 "  
Shackloong, No. 1, Brown... 4.63 to 4.65 "  
do. " 2, Brown... 4.52 to 4.55 "  
Swatow, No. 1, White... 7.25 to 7.27 "  
do. " 2, White... 6.75 to 6.78 "  
Swatow, No. 1, Brown... 4.56 to 4.60 "  
do. " 2, Brown... 4.47 to 4.50 "  
Soochow Sugar Candy... 11 13 1/2 to 11.16 "  
Shackloong " " " 9.72 to 9.74 "

##### MISCELLANEOUS EXPORTS.

Per steamer *Energia*, sailed on the 9th Oct. For New York:—1,060 packages cassia, 986 packages tea, 93 bales canes, 45 bales rattancore, 55 cases chinaware, 2 cases silk, 1,225 packages merchandise.

Per steamer *Patroclus*, sailed on the 9th October. For London:—4,568 boxes tea (95,928 lbs.), 189 cases essential oil, 36 cases cigars, 12 cases blackwoodware, 10 cases vermilion, 13 cases bristles, 11 cases camphorwoodchests, 11 cases condensed milk, 2,322 cases preserves, 1,055 casks preserves, 200 bales waste silk, 175 bales canes, 30 bales broken cassia, 5,160 bales hemp, 226 bags gum copal, 15 bags nuts, 8 bags lumbang, 821 ingots copper, 40 pkgs shells, and 7 pkgs sundries. For London and/or Manchester:—200 bales waste silk. For London and/or Hamburg:—20 cases bristles. For Manchester:—1 case effects and 200 bales waste silk. For Liverpool:—1 box ginger, 310 bales hemp, and 1 case cigars. For Glasgow:—1 case clothing. For Hamburg:—150 bales feathers. For New York:—48 cases essential oil and 250 bales hide outtings.

Per steamer *Hertha*, sailed on the 9th Oct. For Smyrna:—10 boxes essential oil. For Havre:—10 cases paper, 654 rolls matting, 10 cases feathers, 72 cases bristles, 2 cases blackwoodware, 7 cases baskets, 128 bales canes, 326 pkgs bambooscraps, and 1 pkg samples. For Havre Option Hamburg:—12 bales canes. For Havre/Hamburg/London:—150 cases preserves, 100 bales feathers, and 400 cases camphor. For Hamburg:—500 pkgs tea, 577 bales canes, 83 cases preserves, 55 casks preserves, 2 rolls matting, 55 cases bristles, 103 pkgs firecrackers, 25 casks wood oil, 30 bales rattan shavings, 4 cases private effects, 80 bales rattanware, 440 cases broken cassia, 34 bales feathers, 13 pkgs sun-



dries, 200 cases camphor, and 14 p'cks dried fruit. For Hamburg/London/Amsterdam and Rotterdam:—100 casks ginger and 1,100 boxes ginger. For Rotterdam:—50 boxes ginger. For London:—200 boxes Finger. For Montevideo:—10 p'cks tea. For Buenos Aires:—10 p'cks tea. For Rosario:—10 p'cks tea. For New York:—142 bales rattanware.

Per steamer *Preussen*, sailed on the 12th Oct. For Genoa:—77 bales waste silk, 73 bales raw silk, 2 bales canes, 2 bales strings, and 1 box fans. For Antwerp: 289 bales feathers, 112 bales rat tancore, 48 rolls matting, 39 packages canes, 30 chests tea, 20 cases bristles, 16 bales bamboo tape, 16 bales leaf tobacco, 5 cases chinaware, 4 cases cigars, and 1 case jam. For Antwerp/Adam/Rdam:—100 casks ginger. For Amsterdam:—175 casks ginger, 36 cases chinaware, and 2 cases cigars. For Amsterdam/Rotterdam:—100 casks ginger. For Rotterdam:—1,150 cases preserves, 200 casks preserves, 150 case ginger, and 8 bales leaf tobacco. For Bremen:—96 rolls matting, 5 casks ginger, 3 cases tea, 2 cases private effects, 2 cases sundries, 1 case curios, 1 case chinaware, and 1 case cigars. For Bremen/Hamburg:—42 rolls matting, 12 cases ginger, 3 boxes sundries, and 1 box silk. For Hamburg:—83 bales feathers, 47 rolls matting, 25 casks ginger, 3 cases cassia, 1 case private effects, 1 bale cassia, and 1 box clothes.

Per steamer *Yarra*, sailed on the 13th Oct. For France:—311 bales raw silk, 7 cases silk, 3 cases feathers, 50 cases staranised 864 packages tea, 32 packages hair, 1 case chinaware, 1 case chinese wine, 67 packages galangal, and 3 bales hemp. For Milan:—10 bales raw silk.

#### OPIUM.

HONGKONG, 12th October.—Bengal.—The market continued on the decline until towards the close when, after receding to \$705, it rallied slightly, latest quotations being \$712½ for New Patna and \$710 for New Benares.

Malwa.—There has been a further decline in this drug owing to the rise in the exchange on India and to forced sales. Current rates are as follow:—

New (this yr's) \$800 with allowance of 1½ to 2½ cts.  
 „ (last „) \$830 „ „ 1 to 2 „  
 Old (2/5 „) \$850 „ „ 1 to 2 „  
 „ (6/11 „) \$800 „ „ 1 to 1 „

Persian.—Business has been fairly active during the interval and rates are firmer. The latest figures are \$500 to \$600 for Oily and \$550 to \$710 for Paper-wrapped according to quality.

To-day's stocks are estimated as under:—

New Patna. .... 1,270 chests.  
 New Benares ..... 70 „  
 Malwa ..... 350 „  
 Persian ..... 620 „

#### COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1897.	\$	\$	\$	\$	\$	\$
Oct. 13	715	—	715	—	800/830/850	890
Oct. 14	710	—	710	—	800/830/850	890
Oct. 15	710	—	710	—	800/830/850	890
Oct. 16	705	—	705	—	800/830/850	890
Oct. 17	705	—	705	—	800/830/850	890
Oct. 18	705	—	702½	—	800/830/850	890
Oct. 19	707½	—	705	—	800/830/850	890
Oct. 20	712½	—	710	—	800/830/850	890

#### COTTON.

HONGKONG, 20th October.—Market weak and a drop of \$0½ to \$0¼ has been further established. Stock, about 2,950 bales.

Bombay ..... \$17.50 to 17.75 p. pl.  
 Kurrahee ..... 16.30 to 16.50 „  
 Bengal, Rangoon, and Dacca ..... 17.00 to 17.50 „  
 Shanghai and Japanese.. 20.00 to 21.50 „  
 Tungchow and Ningpo.. 20.00 to 21.00 „  
 Madras (Best) ..... 17.00 to 17.50 „  
 Sales: 1,075 piculs Bengal, Rangoon, and Dacca.

#### RICE.

HONGKONG, 20th October.—A brisk market is reported and a further advance in prices has taken place. Quotations are:—

Saigon, Ordinary..... \$2.65 to 2.68  
 „ Round, good quality..... 2.77 to 2.82  
 „ Long ..... 2.97 to 3.00

Siam, Field, mill cleaned, No. 2 ... 2.72 to 2.75  
 „ Garden, „ No. 1 ... 2.99 to 3.05  
 „ White..... 4.10 to 4.13  
 „ Fine Cargo ..... 4.26 to 4.30

#### COALS.

HONGKONG, 20th October.—Market steady. Sales of Japanese 5,000 tons at \$8.75 and \$10.25 and 1,000 Australian at \$10.50 for Lump. Quotations are:—

Cardiff ..... \$16.50 to 17.50 ex ship.  
 Australian... { \$8.52 small.  
 „ 10.50 lump.  
 Milke Lump... 10.00 to 10.50 ex ship, nominal.  
 Milke Small... 8.50 to 10.50 nominal  
 Moji Lump ... 8.00 to 9.50 ex ship, steady

#### MISCELLANEOUS IMPORTS.

HONGKONG 20th October.—Amongst the sales reported are the following:—

YARN AND PIECE GOODS:—*Rombay Yarn*.—55 bales No. 6 at \$85.50, 75 bales No. 8 at \$85.50 to \$88, 940 bales No. 10 at \$89 to \$98, 360 bales No. 12 at \$90 to \$97, 610 bales No. 20 at \$104 to \$114. *Japanese Yarn*—111 bales No. 16 at \$102 to \$104, 155 bales No. 20 at \$106.50 to \$110. *White Shirtings*—600 pieces Gold Tiger at \$6.25, 500 pieces X. 8 at \$4.45.

METALS.—*Tin*.—100 slabs Siam at \$39.60. *Lead*—840 piculs Australia at \$8.60. *Yellow Metals*—50 cases New Brand 14 20 ozs. at \$29. *Quicksilver*—200 flasks at \$123.

SHANGHAI, 14th October.—(From Messrs. Noél, Murray & Co's. Piece Goods Trade Report).—The lapse of time fails to bring any relief to our market, which is really fast going from bad to worse. Exchange has remained steady since the mail left at three farthings over the then closing quotation for “immediate,” but still business has been found impracticable owing to the wide difference in the “forward” rates. Some of the natives are anxious to place orders for the Spring, but as a rule will only guarantee 2/5½ Exchange, which just about represents the difference now existing between the Manchester market and this at the present rate; consequently very little has been done. Advice from the North report movement in goods generally, but at lower prices, which cannot fail to be reflected here, in fact have already done so, if the Auction prices can be taken as any criterion. The market is, without question, in a very sad predicament, the outlook being most gloomy, and it is really difficult to see where any relief is to come from. It is hopeless to expect any this season, the only chance being a decided falling off in the importations during the next few months so that our present heavy stock may be reduced, as with such a deal weight it is quite impossible to carry on a successful trade. This can only come about by a continuance of the high rates in the home markets, but already manufacturers, especially in the States, are beginning to offer goods at lower prices, and will doubtless soon find speculative buyers, although most of the regular Importers set their faces against doing a business which must prove detrimental to the interests of themselves and the trade generally. Manufacturers in the States had timely warning from this as to what the situation would be here at the end of this year, and it depends largely on their action whether the trade is allowed to naturally revive or become utterly demoralized.

METALS, 13th October.—(From Messrs. Alex. Bileid & Co's. Report).—Still the terrible uncertainty continues and every branch of trade is in a state of stagnation. The advices from home are of a very uncertain nature, and, basing their opinion upon private information, almost every merchant has his own opinion of the course exchange will take. This but further tends to induce speculation in exchange, and as a matter of fact this is the only business that is being done. In all the Import lines utter stagnation is the rule. To still further strengthen this uncomfortable state of affairs, comes advices from home that freights are exceedingly scarce, or all booked up to the end of this year, at least. So emphatic are some of the telegrams on this point that we hear that several orders which were on the point of being closed have fallen through owing to the fear of being unable to make delivery on time. It is currently believed among the native dealers, who are best posted, that more business could be done at current rates were it not for this clog. In Metals, a few small contracts have been closed since our last, but these are, as will be seen, merely sufficient to fill current needs, and owing to the two causes hampering trade mentioned above, this is all that is attempted. The following are the transactions

mentioned:—500/600 tons Goffins Nailrods, 137/6, c. i. f. 1,500/2,000 boxes Bamboo steel, Double Horse £12 to £12/6. c. i. f. 100 tons Glasgow and Liverpool Horse-shoes at 87. c. i. f. 100 tons Cart Tyres at 97/6. c. i. f.

#### EXCHANGE.

WEDNESDAY, 20th October.

ON LONDON.—  
 Telegraphic Transfer ..... 1/11½  
 Bank Bills, on demand ..... 1/11½  
 Bank Bills, at 30 days' sight ..... 1/11½  
 Bank Bills, at 4 months' sight ..... 1/11½  
 Credits, at 4 months' sight ..... 1/11½  
 Documentary Bills, 4 months' sight 1/11½  
 On PARIS.—  
 Bank Bills, on demand ..... 2.46  
 Credits, at 4 months' sight ..... 2.50  
 ON GERMANY.—  
 On demand ..... 1.98½  
 ON NEW YORK.—  
 Bank Bills, on demand ..... 47½  
 Credits, 60 days' sight ..... 48½  
 ON BOMBAY.—  
 Telegraphic Transfer ..... 149½  
 Bank, on demand ..... 150  
 ON CALCUTTA.—  
 Telegraphic Transfer ..... 149½  
 Bank, on demand ..... 150  
 ON SHANGHAI.—  
 Bank, at sight ..... 74  
 Private, 30 days' sight ..... 74½  
 ON YOKOHAMA.—  
 On demand ..... 3½ % pm.  
 ON MANILA.—  
 On demand ..... 2 % pm.  
 ON SINGAPORE.—  
 On demand ..... ½ % pm.  
 SOVEREIGNS Bank's Buying Rate ..... 10.08  
 GOLD LEAF, 100 fine, per tael ..... 54

#### JOINT STOCK SHARES.

HONGKONG, 20th October.—Rates have ruled fairly steady during the week and business is still rather dull, the chief feature of the market being a small boom in China Sugars.

BANKS.—Hongkong and Shanghai have changed hands at 178 and 177½, closing steady at 178 per cent. prem. Nationals after sales in the early part of the week at \$19½, \$19½, and \$20, improved to \$20½ and \$21 with sales and close with buyers at the latter rate.

MARINE INSURANCES.—China Traders have found small buyers at \$73, but sellers at that rate continue to rule the market. Unions and Cantons have remained on offer at quotations without leading to business. Straits have been negotiated at \$18½ and \$19, and North Chinas and Yangtszes continue quiet with only small sales up North at quotations.

FIRE INSURANCES.—Hongkongs have ruled very quiet with only small sales at \$367½ and \$370, closing with sellers at the latter and probably at the former rate. China Fires have changed hands at \$106½ and \$107 and close with buyers at the latter rate.

SHIPPING.—Hongkong, Canton and Macao remain unchanged and neglected at \$31½, sellers ruling the market and only small sales to report. Indo-Chinas are still enquired for at \$50; holders still refusing to part at that rate business has been very restricted. Douglasses unchanged and without business. China Mutuals are still enquired for, but no transactions are reported.

REFINERIES.—China Sugars continuing on offer during the early part of the week at \$146½, fell another ½ point with sales at \$146; later, however, a sudden and steady demand sent the rate up to \$150 with little or no business at intermediate rates; at \$150 a fair number of shares changed hands and the demand continuing the market further strengthened to \$152½ after fair sales at \$151 and \$152. In Shanghai the market was excited and sales reported at \$154 cash. At close the market is much easier with sellers at \$151. Luzons continue entirely neglected and out of the market, but could probably be placed at \$34.

MINING.—Punjoms, which have ruled very quiet and weak, have changed hands at \$4½ and \$4.15, closing steady. Jebebus and New Balmorals, both ordinary and preferences, have found small buyers at quotations. Olivers have ruled quiet at \$3½ to \$7½ with small sales. Raubs have been unusually quiet with only small sales at \$22½, \$22½, \$22, and \$21, closing steady at the last rate.



**DOCKS, WHARVES, AND GODOWNS.**—Small sales of Hongkong and Whampoa Docks at 226 cash and at 233 and 234 per cent. prem. for December constitute the entire business under this heading, Kowloon Wharves and Wanchais having ruled dull and without business.

**LANDS, HOTELS, AND BUILDINGS.**—Hongkong Lands have changed hands at \$75 and \$75½ and also in very small lots at \$76, the market closing quiet at \$75½. Kowloon Lands have found small buyers at quotation. Hongkong Hotels have been negotiated at \$47, closing with probable buyers at a slightly better rate. West Points and Humphreys remain unchanged with small sales and close steady at quotations.

**MISCELLANEOUS.**—Green Islands have found further buyers at quotations, but the market has ruled and closes dull. Watsons have changed hands and are still enquired for in a small way at \$12½. Electrics, Fenwicks, Ices, and Tramways have been on offer without business, except small sales of the first named at \$10½. Ropes have been enquired for without bringing out any shares. Ewos and all Cotton Mills have ruled quiet with local sales of the former at Tls. 112 and Tls. 111. Hongkong Cotton, &c., Mills without business.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATION.
Banks—		[\$347.50, sal. & a.
Hongkong & S'hai...	\$125	178 ½ prem=
China & Japan, prf.	£5	nominal
Do. ordinary...	£3 10s.	nominal
Do. deferred...	£1	£5. 5s., buyers
Natl. Bank of China		
B. Shares .....	£8	\$21, buyers
Founders Shares..	£1	\$22, buyers
Bell's Asbestos E. A....	£1	\$9, sellers
Campbell, Moore & Co.	\$10	\$8
China Sugar .....	\$100	\$151, sellers
Cotton Mills—		
Ewo.....	Tls. 100	Tls. 111, s. & sellers
Hongkong .....	\$20	\$18, sellers
International .....	Tls. 100	Tls. 120
Laon Kung Mow .....	Tls. 100	Tls. 114, s. & sellers
Soychee .....	Tls. 500	Tls. 575, sellers
Yahloong .....	Tls. 70	Tls. 72
Dairy Farm Co.....	\$5	\$4.75, buyers
Fenwick & Co., Geo. ...	\$25	\$28 25
Green Island Cement...	\$10	[& buyers
		\$30½, ex. n.t., sales
		\$15½, sales
H. & China Bakery ...	\$50	\$33, buyers
Hongkong & C. Gas ...	\$10	\$110, buyers
Hongkong Electric ...	\$10	\$1½, sellers
H. H. L. Tramways ...	\$100	\$112, sellers
Hongkong Hotel .....	\$50	\$48
Hongkong Ice .....	\$25	\$113
H. & K. Wharf & G....	\$50	\$63, sellers
Hongkong Rope.....	\$50	\$170, buyers
H. & W. Dock .....	\$125	\$226 p. ct. prem.=
Insurances—		[\$407½, sales
Canton.....	\$50	\$160, ex div. sellers
China Fire .....	\$20	\$107, sales & buyers
China Traders' .....	\$25	\$73, sales & sellers
Hongkong Fire .....	\$50	\$357½
North-China .....	\$25	Tls. 200, sellers
Straits .....	\$20	\$19, sales
Union .....	\$25	\$230, ex div.
Yangtze .....	\$60	\$155, sellers
Land and Building—		
H. Land Investment.	\$50	\$75
Humphreys Estate...	\$10	\$9.75, sales & sellers
Kowloon Land & B.	\$30	19, sellers
West Point Building	\$40	\$21½, sales
Luzon Sugar .....	\$100	\$34, buyers
Mining—		
Charbonnages.....	Fcs. 500	\$ 00, sal. & buyers
Great E. & Cdonian	\$1	\$½, buyers
Do. Do. ....	\$2½	\$2.90, sellers
Jebeu .....	\$5	\$2.30, sales
New Balmoral .....	\$1	\$1.50, sales
Do. Preference ...	\$1	\$1.50, sellers
Oliver's Mines, A. ...	\$5	\$20
Do. B. ....	\$2½	\$7½, buyers
Punjom .....	\$4	\$4.15, sal. & buyers
Do. Preference...	\$1	\$1.40, buyers
Raubs .....	13s. 10d.	\$21, sellers
New Amoy Dock .....	\$10	\$18½, sellers
Steamship Coys.—		
China and Manila ...	\$50	\$75, buyers
China Mutual Ord....	£5	£2 10s. buyers
Do. Preference...	£10	£7, buyers
Douglas S. S. Co. ...	\$50	\$ 8, sellers
H., Canton and M....	\$15	\$31½, sales & sellers
Indo-China S. N. ...	£10	\$50, buyers
United Asbestos .....	\$2	\$2, sellers
Do. ....	\$10	\$10, nominal
Wanchai Warehouse Co.	\$37½	\$44½, sellers
Watson & Co., S. A. ...	\$10	\$12½, sales

J. V. Y. VERNON, Broker.

**SHANGHAI, 15th October.**—(From Messrs. J. P. Bisset & Co.'s Report.)—Business has been rather dull this week. The shareholders of the Shanghai-Sumatra Tobacco Co. decided, at an extraordinary general meeting held on the 11th instant, to increase the capital to Tls. 800,000 by the issue of 4,000 new shares of Tls. 100 each, to be allotted to the shareholders in the proportion of one new for each old share, payment to be made in instalments of Tls. 25. The meeting for confirmation of this resolution is called for the 4th November. The Hall & Holtz Co. have declared an interim dividend of \$2 per share, payable on the 18th current. Banks.—Hongkong and Shanghai Banking Corporation.—A purchase at 18½ per cent premium, to cover sales for the 31st current, was reported yesterday. To-day business was done at 184 cash and 190 for the 31st December. Bank of China and Japan Deferred shares were placed at £5.5.0. National Bank of China Founders' shares were purchased from Hongkong at \$22. Marine Insurance.—Business has been confined to a sale of North-Chinas at Tls. 212½, and more are obtainable on the same terms. Unions have changed hands in Hongkong at \$245, and there are sellers of China Traders shares at \$7½ ex div. Cantons are offering in Hongkong at \$170. Fire Insurance.—There is no business reported. Shipping.—Not one transaction under this heading is reported. Sugar Companies.—China Sugar Refining shares were placed at \$149 and \$148 cash, and \$148½ for the 31st current, and a sale of Linsons at \$10 is reported. Mining.—Raub Australian Gold Mining shares changed hands at \$25. Docks, Wharves and Godowns.—S. C. Farnham & Co. shares have been sold at Tls. 170, Shanghai Engineering and Dock shares have been placed at Tls. 90 cash, Tls. 92 for the 31st December, and Tls. 95 for the 31st March. Shanghai and Hongkong Wharf shares are weak, with sellers. Lands.—A sale of Shanghai Land Investment shares at Tls. 91 is reported. Industrial.—Shares in Major Brothers have been parted with at Tls. 35, and more are wanted. Ewo Cotton Mill shares were placed at Tls. 112 cash and Tls. 113 for the 31st current, and are offering. International shares were sold at Tls. 12½/121 cash and Tls. 125 for the 30th November. Laon-Kung-Mow shares at Tls. 114 cash and Tls. 116 for December and China Flour Mill shares at Tls. 57½/57 cash and Tls. 60 for December delivery. Miscellaneous.—Shanghai-Sumatra Tobacco shares changed hands at Tls. 91 cash, Tls. 96 for November and Tls. 102 for March, Shanghai-Langkai Tobacco Co. shares at Tls. 475 to Tls. 500 cash, closing at Tls. 460 with sellers, Tls. 480 for the 31st current. Tls. 25 for December, and Tls. 575 for March, and Hall & Holtz shares at \$40½, cum div. Loans.—Shanghai Land Investment Company's 6 per cent Debentures changed hands at Tls. 161, plus the accrued interest.

#### TONNAGE.

**HONGKONG, 20th October.**—Since our last report there has been a slightly better demand for tonnage for coasting employment and rates remain steady.

From Saigon to Hongkong, small sized ready tonnage is wanted at 12½ cents per picul; to Java 26 cents has been paid, but further ready steamers are not wanted.

From Java to Hongkong tonnage is in demand at 19 cents per picul.

Newchwang to Canton, there is no demand for prompt steamers for first half November. Several boats are wanted at 26 cents per picul.

Coal freights Moji to Hongkong are quiet at \$1.50, to Singapore \$2.50 per ton, from Mororan or Otaro to Hongkong \$2.50, to Singapore \$3.50 per ton.

Sailing freights hence to New York are firmer; three vessels are reported fixed at 13s. per ton of 40 cubic feet, and another vessel could find employment at same terms.

There are no disengaged vessels in port.

The following are the settlements:—

*Agenor*—American ship, 1,414 tons, Hongkong to New York, private terms.

*Saint Mark*—American ship, 1,892 tons, Hongkong to New York, private terms.

*Whitlieburn*—British ship, 1,875 tons, Shanghai or Hongkong to New York, private terms.

*Atlantic*—German barque, 663 tons, Rajang to Hongkong, \$5,100 in full.

*Martha*—German steamer, 1,560 tons, Mororan to Singapore, \$3.50 per ton.

*Oscarthal*—Norwegian steamer, 764 tons, Mororan to Singapore, \$3.50 per ton.

*Unique*—Norwegian steamer, 1,309 tons, Moji to Singapore, \$2.50 per ton.

*Hansa*—German steamer, 1,253 tons, Otaro to Hongkong, \$2.52½ per ton.

*Falkenberg*—German steamer, 1,175 tons, Moji to Hongkong, \$1.40 per ton.

*Hermann*—German steamer, 808 tons, Moji to Hongkong, \$1.40, Canton \$1.0 per ton.

*Cosmopolit*—German steamer, 671 tons, Hongay to Swatow, \$1.80 per ton.

*Holstein*—German steamer, 1,103 tons, Newchwang to Canton, 25 cents per picul.

*Hainan*—German steamer, 741 tons, Newchwang to Canton, 26 cents per picul.

*Jacob Christensen*—Norwegian steamer, 1,088 tons, Saigon to one port Java, 20 cents per picul; thence Java to Hongkong, 19 cents per picul.

*Hermann*—German steamer, 808 tons, Iloilo to Hongkong, 17 cents per picul.

*Talies*—German steamer, 939 tons, Saigon to Hongkong, 11 cents per picul.

*Sishan*—British steamer, 897 tons, Saigon to Hongkong 11 cents per picul.

*Nanyang*—German steamer, 1,061 tons, monthly, 3 months, \$1,500 per month.

*Hermes*—Norwegian steamer, 849 tons, monthly, 4 months, \$5,000 per month.

*Holstein*—German steamer, 1,103 tons, monthly, 2 months, \$4,700 per month.

*Activ*—Danish steamer, 433 tons, monthly, 1 month, \$3,200 per month.

*Apenrade*—German steamer, 610 tons, monthly, 1 month, \$3,600 per month.

#### VESSELS ON THE PERTH.

For LONDON.—*Socotra* (str.).

For SAN FRANCISCO.—*Gaelic* (str.), *City of Peking* (str.).

For VANCOUVER.—*Empress of China* (str.).

For NEW YORK.—*Dromellan*, *Abner Coburn* (str.), *Macduff* (str.), *Agenor*.

For PORTLAND.—*Lombard* (str.).

For AUSTRALIA.—*Yamashiro Maru* (str.), *Changsha* (str.).

For BALTIMORE.—*Isaac Reed*, *Iolani*.

For BREMEN.—*Maria Rickmers* (str.), *Sachsen* (str.).

For MARSE LLES.—*Spdney* (str.), *Telena* (str.).

#### SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

#### HONGKONG.

October—

ARRIVALS.

12. Yarrowdale, British str., from Singapore.
13. Hongkong, French str., from Haiphong.
13. Thales, British str., from Taiwanfoo.
13. Else, German str., from Pakhoi.
13. Antenor, British str., from Liverpool.
14. Zafiro, British str., from Manila.
14. Jason, British str., from Singapore.
14. Chingtu, British str., from Sydney.
14. Guthrie, British str., from Kobe.
14. Fushun, Chinese str., from Canton.
14. Tetartos, German str., from Saigon.
14. Taicheong, German str., from Aroe Bay.
14. Yungching, Chinese str., from Shanghai.
14. Kawachi Maru, Jap. str., from Y'hama.
14. Machew, British str., from Sourabaya.
14. Wally, German str., from Hamburg.
15. Choyang, British str., from Canton.
15. Foochow, British str., from Canton.
15. Loongmoon, German str., from Shanghai.
15. Omi Maru, Jap. str., from Thursday Island.
15. Bygdo, Norw. str., from Moji.
15. Maria Rickmers, German str., from Moji.
15. Peiyang, German str., from Chinkiang.
15. Tamsui, British str., from Newchwang.
15. Manila, British str., from London.
16. Kiangnan, Chinese str., from Swatow.
16. Liv, Norwegian str., from Amoy.
16. Taiwan, British str., from Canton.
17. Chunsang, British str., from Hongay.
17. Dardanus, British str., from Amoy.
17. Formosa, British str., from Tamsui.
17. Hailan, French str., from Pakhoi.
17. Hiogo Maru, Japanese str., from Amoy.
17. Kaifong, British str., from Chinkiang.
17. Kaiser-i-Hind, British str., from Bombay.
17. Skuld, Norwegian str., from Tientsin.
17. Sumatra, British str., from Yokohama.
17. Yungching, Chinese str., from Canton.
17. Activ, Danish str., from Tamsui.
17. Cosmopolit, German str., from Quinhon.
18. Glenfalloch, British str., from Singapore.
18. Ancona, British str., from Yokohama.
18. Nord, Norwegian str., from Kobe.
18. Phra Nang, British str., from Bangkok.
18. Siam, British str., from Amoy.
18. Fuji, Japanese warship, from Portsmouth.
18. Astral, British str., from Sumatra.
19. Kwanglee, Chinese str., from Shanghai.
19. Canton, British str., from Newchwang.
19. Ravenna, British str., from Shanghai.
19. Frejr, Danish str., from Pakhoi.



- 19, Hiroshima Maru, Jap. str., from S'pore.  
 19, Mathilde, German str., from Haiphong.  
 19, Yamashiro Maru, Jap. str., from Nagasaki.  
 19, Singan, British str., from Chefoo.  
 19, Loosok, British str., from Bangkok.  
 19, Catherine Apear, Brit. str., from Calcutta.  
 19, Oaufa, British str., from Amoy.  
 19, Sachsen, German str., from Bremen.  
 19, Phra Chom Klao, Brit. str., from Bangkok.  
 20, Loongmoon, German str., from Canton.  
 20, Wingsang, British str., from Shanghai.  
 20, Hailoong, British str., from Tamsui.  
 20, Taicheong, German str., from Swatow.  
 20, Tamsui, British str., from Canton.  
 20, Irene, German cruiser, from Nagasaki.

## October—DEPARTURES.

- 13, Clara, German str., for Haiphong.  
 13, Pronto, German str., for Chefoo.  
 13, Framnes, Norw. str., for Port Wallut.  
 13, Yarra, French str., for Europe.  
 13, Cheang H. Kian, British str., for Amoy.  
 13, Chiyuen, Chinese str., for Shanghai.  
 13, Esmeralda, British str., for Manila.  
 13, Haimun, British str., for Swatow.  
 13, Sabine Rickmers, Ger. str., for Yokohama.  
 14, Hanoi, French str., for Hoihow.  
 14, Cowrie, British str., for Manila.  
 14, Yarrowdale, British str., for Shanghai.  
 14, L. Schepp, Amr. ship, for Manila.  
 14, Antenor, British str., for Shanghai.  
 14, Memnon, British str., for Kudat.  
 14, Petrarch, German str., for Iloilo.  
 14, Taicheong, German str., for Swatow.  
 14, Yungching, Chinese str., for Canton.  
 15, Donar, German str., for Singapore.  
 15, Foochow, British str., for Shanghai.  
 15, Hongkong, French str., for Haiphong.  
 15, Hupeh, British str., for Samarang.  
 15, Jason, British str., for Shanghai.  
 15, Loongmoon, German str., for Canton.  
 15, Sullberg, German str., for Newchwang.  
 15, Thules, British str., for Swatow.  
 15, Wongkoi, British str., for Swatow.  
 16, Guthrie, British steamer, for Australia.  
 16, Else, German str., for Haiphong.  
 16, Fushun, Chinese str., for Shanghai.  
 16, Kawachi Maru, Jap. str., for Colombo.  
 16, Peiyang, German str., for Canton.  
 16, Tamsui, British str., for Canton.  
 16, Telena, British str., for Shanghai.  
 17, Jacob Christensen, Ger. str., for Saigon.  
 17, Kiangnan, Chinese str., for Canton.  
 17, Kong Beng, British str., for Bangkok.  
 17, Melpomene, Aust. str., for Trieste.  
 17, Nanyang, German str., for Swatow.  
 17, Ocampo, British str., for Bangkok.  
 17, Taiwan, British str., for Shanghai.  
 18, Choysang, British str., for Swatow.  
 18, Holstein, German str., for Shanghai.  
 18, Indrani, British str., for Calcutta.  
 18, Kaifong, British str., for Canton.  
 18, Omi Maru, Jap. str., for Nagasaki.  
 18, Unique, Norw. str., for Yokohama.  
 18, Wally, German str., for Yokohama.  
 18, Zafiro, British str., for Manila.  
 19, Liv, Norw. str., for Singapore.  
 19, Manila, British str., for Yokohama.  
 19, Dardanus, British str., for London.  
 19, Formosa, British str., for Swatow.  
 19, Glenfalloch, British str., for Swatow.  
 19, Kutsang, British str., for Calcutta.  
 19, Sumatra, British str., for London.  
 19, Wuotan, German str., for Saigon.  
 19, Yungching, Chinese str., for Shanghai.  
 19, City of Rio de Janeiro, Amr. str., for San Francisco.  
 20, Kwanglee, Chinese str., for Canton.  
 20, Canton, British str., for Canton.  
 20, Singan, British str., for Canton.  
 20, Shantung, British str., for Swatow.  
 20, Activ, Danish str., for Tamsui.  
 20, Columbia, British str., for Shanghai.  
 20, Tamsui, British str., for Swatow.  
 20, Wingsang, British str., for Canton.

## PASSENGER LIST.

## ARRIVED.

- Per Cheang Hock Kian, from Singapore—Mr. C. Smith.  
 Per Foochow, from Shanghai, &c.—Mrs. Lloyd, Misses Lloyd (2).  
 Per Haimun, from Swatow—Capt. T. M. O. Sullivan, Mr. J. Streich (German Consul).  
 Per Yarra, from Shanghai for Hongkong—Mr. A. E. Rocha, Rev. Fernandez, Mr. Lee Jeh Shun, Mrs. Severino, Messrs. Henry Sledge,

Alex. Ross, Lewis, Johnson, Carlotti, Mrs. de Carvalho and infant, Mr. Sabat Bashi, Miss T. Aoshi. For Singapore—Messrs. Tremchoroff and Abdolkym. For Bombay—Mr. W. M. Lowe. For Suez—Mr. and Mrs. Monkowsky. For Port Said—Revs. P. P. Die de Neptune, Gaba and Tagliafero. For Marseilles—Messrs. Harang, le Vte. d'Heursel, Verellen, and Rev. Barth.

Per Zafiro, from Manila.—Mr. and Mrs. E. Saavedra, Messrs. Louis Alvarez, and Serapio de la Encarnacion.

Per Chingtu, from Sydney, &c.—Messrs. C. Storey, T. Storey, E. Jowett, F. Jowett, W. Harper, F. Anderson, Tom Duck and Sang Kum.

Per Yungching, from Shanghai.—Mr. Johnson.  
 Per Kawachi Maru, from Yokohama, &c.—Mr. White.

Per Wally, from Hamburg, &c.—Messrs. Graut and Block.

Per Omi Maru, from Thursday Island.—Miss Burton, Mr. and Mrs. Herring and Mr. G. Crichton.

Per Loongmoon, from Shanghai.—Mrs. Hell, Messrs. R. Roberts, T. Kultzau, W. Greenberg, T. Samuel, and O. Schmul.

Per Manila, for Hongkong, from London, Mrs. Rennie, Miss Davidson, Messrs. Boughton and Vining; from Penang, Messrs. Mohony and Anderson; for Shanghai, from London, Mr. and Mrs. Deighton-Braysher; for Yokohama, from London, Mr. Barnes.

Per Kaiser-i-Hind, for Hongkong from London—Mr. T. A. Howe, Staff Qr.-master Sergt. and Mrs. James, and Mr. T. G. B. Wormall. From Bombay—Mr. S. C. Mehta, Mr. and Mrs. Kavaji Edulji and infant, Messrs. M. C. Sethna and G. A. Roberts. From Penang—Mr. Lodhunter. From Singapore—Messrs. E. J. McKenzie Stewart, Stewart, S. Hayashi, E. W. Cockley, and J. Walker. For Shanghai from London—Mr. E. Hunt, Mrs. Hunt, Messrs. W. W. Robertson, A. B. Wilson, K. McLeod, W. Jennings, B. Upward, G. McKie, A. Jennings, F. Full, A. Woodroffe, J. G. Kanderer, Mrs. Meiklejohn, Rev. F. W. S. O'Neill, Mr. Franz Linan, Mr. E. Rowbottom, and Miss E. Aldren. From Brindisi—Messrs. H. de Kergarion and G. Silverster. For Yokohama from Brindisi—Mr. Marcus. From Bombay—Mr. Howard. From Colombo—Messrs. C. Wrenn and A. J. Verini. For Manila from London—Mr. P. Barnes.

Per Sumatra, for Hongkong from Yokohama—Mrs. Crowley. From Shanghai—Assistant Paymaster Denny. From Foochow—Mrs. Greaves and child. For London from Shanghai—Mrs. Fowler and infant, and Mr. R. G. Cousens. For London from Yokohama—Mr. B. C. Scott, Lieut. McGrens, Messrs. J. Jackson, E. Venthom, D. Woodcock, J. Wakefield, D. Hegg, A. P. Long, G. Philpott, R. G. S. Reid, W. Hodgson, A. Clogg, and W. Ricketts.

Per Phra Nang, from Bangkok—Rev. Wm. Harris, Capt. A. Tolls.

Per Ancona, from Yokohama—Miss Pycroft, Miss Williams, Miss M. Williams, Miss Baldwin, Miss McHardy, Mrs. Wing Hing Long, Mrs. Choi, Mr. and Mrs. Dwight, Messrs. Beril Kwong Man Wing, Chan Fun Quen, C. A. Miller, Y. Okita, C. McHardy, C. W. Ure, Moller, Jonshing Fei, and Choi.

Per Ravenna, for London, from Shanghai, Messrs. G. H. T. Steer, and G. Stinks, Dr. Donaldson Smith, Fleet Engr. Ellis, R.N., Mr. and Mrs. F. S. Deane and infants; for Singapore, Miss Tredennick and Mr. I. R. T. Pledger; for Hongkong, from Yokohama, Mr. H. A. Putman; from Shanghai, Messrs. E. Hjonsbery and H. Smith.

Per Hiroshima Maru, from Singapore—Mr. Nakamura.

Per Yamashiro Maru, from Nagasaki—Mr. J. D. McKenzie.

Per Kwanglee, from Shanghai—Mrs. Banker, Miss L. Banker, Miss Mack, Capt. G. Graham, and Mr. Ching.

Per Catherine Apear, from Calcutta, &c.—Maharaja Neymen Sing, Messrs. J. R. Hollan, Tevidale, Miss Kirk, Messrs. Stephens, Warren, and Perryman.

## DEPARTED.

Per Preussen, from Shanghai for Genoa—Mr. E. Ruhstrat, and Capt. Samuelson. For Southampton—Miss Clausen. For London—Capt. March and Derby, Mr. and Mrs. John and children, Mrs. Sprague, Mr. C. T. Killeen, Mrs. Kingsmill, Messrs. G. A. Gande and G. Mains. For Bremen—Mr. and Mrs. Mörsel. For Hamburg—Mr. G. Schneider. From Japan for Singapore—Messrs. A. H. Bagnal and C. Inngheun. For Genoa—Dr. Haberer, Mr. G. Corti, Prof. J. L. Janson, Miss Anna Boehmer, Messrs. K. Nakanishi, T. Kitashima, and Hyakunja Ra. For Southampton—Mrs. Tipple and children, and Mr. Wilson Walker. For London—Mr. Hauptmann T. W. Grimm. For Bremen—Capt. Will, Messrs. Behrens and Hoffmann. From Yokohama for Bremen—Messrs. Engelke, Geldat, and Linke. From Hongkong for Bremen—Mr. Sgago. From Foochow for Genoa—Mr. M. Greig. From Hongkong for Singapore—Messrs. V. A. Caesar Hawkins and Hugo Schoner. For Southampton—Mr. and Mrs. Wm. Ramsay, Miss Ina Ramsay, Mr. and Mrs. Smyth and baby. For Bremen—Mr. A. Kaiser.

Per Lightning, for Singapore—Dr. and Mrs. Winter, Mrs. Chan Koo, Messrs. Leung Sai, Chu Chan, Chu Hing, W. Johnson, and G. W. Frost. For Penang—Mr. and Mrs. Lum Kut Sam, Messrs. Li Lin Hing and Chan Sam. For Calcutta—Mrs. Gasper, Messrs. M. Gasper, Chater, J. Peters, Landsberg, W. Gubbay, and J. R. Berington, and Miss Scharff.

Per Yarra, from Hongkong for Saigon—Mr. Yeng Song. For Singapore—Messrs. Moy Fa Chong and A. H. Cheke. From Shanghai for Singapore—Messrs. Tremchoroff and Abdolkym. For Bombay—Mr. W. M. Powell. For Suez—Mr. and Mrs. Monkowsky. For Port Said—Revs. Gaba and Taglia. For Marseilles—Messrs. Harang, le Vte. d'Heursel, Verellen, and l'Abbé Barth.

Per Hanoi, for Haiphong—Messrs. Charles Louis Carlotti, J. Landolt, Chung King Chow, and Rev. Bognel.

Per Esmeralda, for Manila—Messrs. Sternberg, M. Fernandez, T. Perez y Alonso, W. Sternberg, and Manuel Basante.

Per Haimun, for Swatow—Mr. and Mrs. E. Whilman. For Foochow—Mr. E. H. Derrick, and Mrs. Saunders.

Per Kawachi Maru, from Japan for Colombo—Mr. M. Kita. For Marseilles—Messrs. Y. Fugita and J. Yoshii. For London—Mrs. A. S. Barsbough and 2 children, Messrs. Y. Gordon and J. Kirkpatrick. From Hongkong for London—Mr. W. Hunter.

Per Guthrie, for Port Darwin, &c.—Mr. Thompson, Miss Lawrence, and Mrs. Alderton.

Per Nanyang, for Amoy—Mr. J. P. Hansen.

Per Omi Maru, for Yokohama—Mr. and Mrs. Ed. Jones, Messrs. S. Hayashi and C. W. Cokely.

Per City of Rio de Janeiro, for Shanghai—Mr. E. S. Barton, Mr. and Mrs. D. W. Herring, Miss Burton, Mrs. G. Nielsen, Messrs. Chas. Storey, T. Storey, and C. W. Cutzeit. For Nagasaki—Messrs. J. Pestonjee and D. Nowrajee. For Kobe—Messrs. F. H. Grant, R. O. N. Anderson, F. Jowitt, and E. Jowitt. For Yokohama—Mr. W. Harper.

Per Manila, for Shanghai from Hongkong—Messrs. Kolkmeljer and L. R. Johnson. From London—Mr. and Mrs. Deighton Braysher, Mr. and Mrs. E. Hunter, Messrs. Robertson, A. B. Wilson, K. McLeod, G. McKie, W. Jennings, B. Upward, F. Full, A. Woodroffe, J. G. Kanderer, Mrs. Meiklejohn, Rev. J. W. S. O'Neil, Messrs. Franz Linan, E. Rowbottom, and Miss E. Aldren. From Brindisi—Messrs. H. de Kergarion and Silverston.

Per Kutsang, for Singapore—Messrs. Lewis and McIntyre.

Per Sumatra, for London from Hongkong—Mr. and Mrs. T. G. Gowland, Messrs. W. Bastard, C. McHardy, Miss L. McHardy, and Mr. Caysh, R.N. From Yokohama—Mr. B. C. Scott, Lieut. Molyneaux, Messrs. J. Jackson, E. Ventham, W. Woodcock, J. Wakefield, W. Hegg, A. T. Long, G. Philpott, R. G. S. Reid, W. Hodgson, A. Clogg, and W. Rickett. From Shanghai—Mrs. Fowler and child, and Mr. R. G. Cousen.

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